The Sydney Morning Herald.

No. 11,970—VOL. LXXIV. FRIDAY, SEPTEMBER 29, 1876. PRICE TWOPENCE.

BIRTHS.

BURROWS.—September 9, at Ben Eden, Waverley, Mrs. H. Burrows, of a daughter.

LORD.—September 24, at Goonoo, the wife of F. Lord, jun., of a daughter.

MARRIAGES.

BULL—FITZPATRICK.—September 13, at the residence of the bride's parents, Liverpool, by the Rev. E. J. Luckie, John, second son of Mr. James Bull, to Hannah, eldest daughter of Mr. Michael Fitzpatrick, of Liverpool.

LLOYD—O'CONNOR.—September 6, by special license, at the Sacred Heart Church, Darlinghurst, by the Rev. Father Hayes, William Lloyd, builder, Macquarie-street, to Mary, second daughter of Cornelius O'Connor, of Bourke-street, Surry Hills, Sydney.

SIMPSON—BAYLISS.—September 26, at St. Peter's, Cook's River, by the Rev. J. Barnier, of St. Barnabas', assisted by Rev. R. Hugh Kelly, of Kiama, A. Simpson, of Sydney, to Annie P., second daughter of the late Joseph Bayliss, of Sydney.

DEATHS.

APPLETON.—September 28, at his residence, 89, Erskine-street, after a long and severe illness, George Henry, second beloved son of Anthony and Adelaide Appleton, aged 17 years.

HANNA.—September 27, at Tamworth, after a short illness, Eliza Jane, relict of the late Alexander Hanna and eldest daughter of the late Hugh Gordon of 43, Cumberland-street, aged 36 years, leaving a large circle of relatives and friends to mourn their loss.

WRIGHT.—September 27, at the residence of his grandmother, Pittville-terrace, Derwent-street, Glebe, William Davis, only son of William D. and Margaret J. Wright of Narrabri, of inflammation of the lungs, aged 2 years and 5 months.

SHIPPING.

PACIFIC MAIL S. S. CO.—OVERLAND ROUTE TO GREAT BRITAIN, THROUGH AMERICA.
Under contract with N. S. W. and N. Z. Governments.
CITY OF SAN FRANCISCO,
3000 tons, J. J. Waddell, commander,
will be dispatched for Kandavu,
at 3 p.m. on FRIDAY, 20th October, carrying her Majesty's mails, and passengers to Fiji, to be transhipped thence per
AUSTRALIA,
to Honolulu, and San Francisco.
The steamers have been built expressly for the Pacific trade, with all modern improvements for ventilation in a hot climate, and have superior accommodation for 180 first-class, and 120 steerage, passengers.
The Union and Central Pacific Railway Companies afford passengers every attention and facility in their journey across the American continent.
Drafts, payable in gold in San Francisco, issued by the undersigned.
For rates of passage and freight, and for all other information, apply to
GILCHRIST, WATT, and CO., Agents, Spring-street.

THE AUSTRALASIAN STEAM NAVIGATION COMPANY'S STEAMSHIPS.
TO MELBOURNE.—City of Adelaide, to-morrow afternoon, Saturday, at 1; and Alexandra, Tuesday afternoon, at 4.30. FARES AND FREIGHTS AT CURRENT RATES.
TO NEWCASTLE, RAYMOND TERRACE, AND MORPETH.—Collaroy, Sunday night, at 12; and Coonanbara, Tuesday night, at 11.
TO CLARENCE TOWN (for Passengers and Cargo).—Coonanbara, Tuesday night, at 11. (Freight payable in Sydney.)
TO BRISBANE.—Governor Blackall, to-morrow afternoon, Saturday, at 1.
TO MARYBOROUGH.—Steamer early.
TO ROCKHAMPTON.—Boomerang, this afternoon, Friday at 4.
TO PORT DENISON.—Victoria early.
TO CLEVELAND BAY.—Victoria early.
TO COOKTOWN WHARF.—Victoria early.
Cargo is now being received for transmission to any of the above ports.
FREDK. H. TROUTON, Manager.

THE C. and R. R. S. N. COMPANY'S STEAMSHIPS
will be dispatched as follows, weather permitting:—
TO GRAFTON, CLARENCE RIVER via NEWCASTLE.—The favourite paddle steamship AGNES IRVING, TUESDAY, 3rd October, at 9 p.m., and every TUESDAY, at 9 p.m.; leaving Grafton, SATURDAY, at 8 a.m.
TO MACLEAY RIVER via PORT STEPHENS and PORT MACQUARIE.—The BALLINA, MONDAY, 9th October, at 9 p.m.
TO PORT MACQUARIE, via PORT STEPHENS.—The BALLINA, MONDAY, 9th October, at 9 p.m.
TO THE RICHMOND RIVER.—The PLATYPUS, on or about WEDNESDAY, 4th October, at 4 p.m.
CARGO received daily for transmission to any of the above ports.
JOHN WHITE, Secretary.
Sussex-street.

THE CLARENCE and NEW ENGLAND STEAM NAVIGATION COMPANY'S STEAMSHIPS from Commercial Wharf, foot of King-street.
For GRAFTON (Clarence River), direct,
The S. S. THE CLARENCE,
TO-MORROW (SATURDAY) NIGHT, at 9 o'clock, calling at all the wharfs on the River.
P. S. BUYERS, pro Manager.
N.B.—This vessel has superior accommodation to any in the trade.

M. R. S. N. CO. — SS. DIAMANTINA, Captain Hersee, for TAREE direct, twenty-four hours after arrival. Caledonian Wharf, King-street. Cargo now receiving. JOHN RITCHIE, Agent.

S. S. N. CO. — SS. DAIRYMAID, for SHELLHARBOUR and GERRINGONG, TO-NIGHT, at 6. No cargo after 5. From Caledonian Wharf.
JOHN RITCHIE, Agent.

HUNTER RIVER N. S. N. CO.—STEAM TO NEWCASTLE, MORPETH, RAYMOND TERRACE, &c.
FROM SYDNEY.
THIS (Friday) NIGHT, at 11, the MAITLAND.
TO-MORROW (Saturday) NIGHT, at 11, the CITY OF NEWCASTLE.
Cargo for the Paterson forwarded to-morrow night, at 11.
(FREIGHT PAYABLE IN SYDNEY.)
F. J. THOMAS, Manager.
Offices, foot of Market-street.

THE NEWCASTLE STEAMSHIP COMPANY (Limited).
The S.S. KEMBLA will leave Sydney for NEWCASTLE every MONDAY, TUESDAY, WEDNESDAY, THURSDAY, and FRIDAY NIGHT, at half-past 11 o'clock.
And leave NEWCASTLE for SYDNEY every TUESDAY, WEDNESDAY, THURSDAY, FRIDAY, and SATURDAY MORNING, at 10 o'clock.
Offices, Lime-street Wharf, foot of Erskine-street, Sydney, and Scott-street, Newcastle.
H. D. PORTUS, Manager.

STEAM TO MELBOURNE, BRISBANE, MARYBOROUGH, AND NEWCASTLE.
The M. S. S. CO. will dispatch their STEAMSHIPS (when practicable) as follows, from STRUTH'S WHARF, foot of King-street:—

Ship.	Master	Sailing Date.
FOR MELBOURNE:		
CHEVIOT	J. R. Clark ..	TO-MORROW, Saturday, at 6 p.m.
MACEDON	F. H. Stanford	TUESDAY, Oct. 3.
YOU YANGS..	C. Ashford ..	FRIDAY, Oct. 6.
BARRABOOL..	John Pain	TUESDAY, Oct. 10.
FOR NEWCASTLE:		
MACEDON	F. H. Stanford	THIS DAY, Friday, at 10 p.m.
YOU YANGS..	C. Ashford ..	TUESDAY, Oct. 3.
BARRABOOL..	J. Pain	FRIDAY, Oct. 6.
CHEVIOT	J. R. Clark ..	TUESDAY, Oct. 10.
FOR BRISBANE:		
EDINA........	J. H. South ..	FRIDAY, Oct. 6.
FOR MARYBOROUGH:		
EDINA........	J. H. South ..	FRIDAY, Oct. 6.

carrying passengers and cargo. Time-tables on application. Return tickets issued to and from MELBOURNE, available for two months, by any of the Company's steamers. Cargo received for the above ports every day.
Steamers will leave for Melbourne every TUESDAY and FRIDAY, and vice versa.
All the vessels have their SALOONS amidships, and are victualled by the owners.
WM. HOWARD SMITH, Struth's Wharf.

NOTICE.—The S. S. BARRABOOL will resume her regular trips between Sydney and Melbourne, leaving the latter port on TUESDAY next, October 3.

STEAM TO COOKTOWN, via BRISBANE and TOWNSVILLE.
The magnificent steamship
BLACKBIRD, 1000 tons,
James Lowrie, commander,
will leave Grafton Wharf, for above ports, on SATURDAY, September 30, at 4 o'clock positively.
Passengers: Only one class taken, who are served with meals in the saloon on deck.
Freights at rates to be arranged on application to the agents.
Horses: This steamer always lands horses and stock in splendid condition.
Cargo is now being received at the Grafton Wharf, Sussex-street.
COWLISHAW, BROTHERS, 50, Pitt-street.

ILLAWARRA S. N. CO.'S STEAMERS.—TO WOLLONGONG.—To-day, 9.15 a.m. and 11 p.m.
ULLADULLA, Clyde and Moruya.—To-day, 9.15 a.m.
KIAMA and SHOALHAVEN.—To-night, at 11.
MERIMBULA, Eden, and Tathra.—Wednesday, 9.15 a.m.

PARRAMATTA RIVER STEAMERS.
SPECIAL TRIPS
for
RYDE RACES.
SATURDAY, 30th SEPTEMBER.
FROM KING-STREET, S. Eclipse, 7 a.m.; S. Emu, 9; S. Parramatta, 10; Emu, 11; Parramatta, 12; Emu, 1.15; Parramatta, 3; Emu, 5.15; Eclipse, 6.15; Parramatta, 11 p.m.
FROM PARRAMATTA, 7, 9, 11 a.m.; 1, 3, 5 p.m.
FROM RYDE, Emu, 7.40; Parramatta, 8.40; Emu, 10; Parramatta, 11; Emu, 12 noon; Parramatta, 1 p.m.; Eclipse, 1.40; Emu, 4; Parramatta, 5.40; Eclipse, 7.15; Parramatta, 11.50 p.m.
Fares—To Ryde, 1st class, 1s 6d; return 2s. 2nd, 1s; return, 1s 6d. Parramatta—1st class, 1s 6d; return, 2s 6d. 2nd, 1s; return, 1s 6d. Children, return, 6d. To Hunters' Hill—1st, 9d; return, 1s. 2nd, 6d; return, 9d.

BRISBANE WATER.—VICTORIA (s.), from King-street Wharf, on TUESDAY and FRIDAY, 9 a.m.

STEAM DIRECT TO NEW ZEALAND.—The S.S. EASBY, 2400 tons burthen, A. Kennedy, commander, will sail for WELLINGTON, LYTTELTON, and OTAGO, THIS DAY, the 29th instant, at 5 p.m.
For freight or passage apply to the Agents,
FORD, ADAMS, and CO., Circular Quay.
All cargo to be down by 3 p.m., and all accounts to be rendered in duplicate by noon.

FOR HONGKONG, VIA COOKTOWN AND SOMERSET.—The magnificent steamship
LY-EE-MOON,
1100 tons, Captain George R. Stevens,
will be dispatched hence on or about 6th October for HONGKONG, via COOKTOWN (calling at SOMERSET if sufficient inducement offers).
For freight or passage, apply to
JOSEPH WARD and CO., Bridge-street.

STEAM to NEW ZEALAND direct.—The s.s. ALBION, Captain J. W. Clark, will be dispatched for New Zealand ports on WEDNESDAY, 25th October, calling at Hobart Town, en route for Melbourne.
For freight or passage apply to
JOSEPH WARD and CO., Agents, Bridge-street-chambers.

STEAM TO HOBART TOWN.—TASMAN, from Grafton Wharf, TUESDAY, 3rd October, 3 p.m.
Saloon—£6 6s; return tickets, available four months, £10 10s; steerage, £3 10s.
SHIPPERS will oblige by sending cargo down on Monday.

MANLY BEACH STEAMERS leave—Queen's Wharf..7.15, 10.15, 11.30, 2.15, 4.30, 5.45
Woolloomooloo..10.30, 11.45, 2.30.
Manly Beach..8.15, 9.15, 12, 3.15, 4.30, 5.30.
Fare—Return ticket, 1s. 6d.; children, 1s.
J. R. CAREY.

FOR THE FEBRUARY WOOL SALES. NOW LOADING AT CIRCULAR QUAY.
The fast sailing and splendid clipper ship
BEN CRUACHAN,
A1, 100 at Lloyd's.
William Martin, commander.
This MAGNIFICENT vessel having all her dead weight stowed, and a portion of her wool on board, will have quick dispatch, and offers unrivalled opportunity to shippers desirous of saving the above series of sales.
Inspection of the SUPERB ACCOMMODATION for first and second class passengers is invited.
For rates of freight or passage and plans of saloons, apply to
MASON, BROTHERS.
Wool received at Talbot and Co.'s.

FOR LONDON.—FOR FEBRUARY WOOL SALES.
To follow the Abergeldie.
The A1 Aberdeen clipper ship
JOHN DUTHIE,
Alexander Levie, commander, 1031 tons,
having the whole of her dead weight on board, will be dispatched in time to catch the above sales.
For freight or passage apply to the Captain, on board; or to
DANGAR, GEDYE, and CO.
WOOL received at Flood and Co.'s.

FOR NOUMEA, NEW CALEDONIA.—The clipper schooner
BLANCHE, Captain A. Woods,
having the greater portion of her cargo engaged, will sail at the end of the week. For freight or passage apply to
MONTEFIORE and MONTEFIORE.
Gresham-street.

FOR NORMANTON and SOMERSET.—The clipper schooner
ROYAL DUKE,
now ready to receive cargo at MARKET WHARF, will sail positively on SATURDAY, 30th instant.
For freight or passage apply to
JOHN FRAZER and CO.

FOR TOWNSVILLE.—The A1 clipper barquentine
HEATH,
A. Campbell, master,
is now ready to receive cargo at MARKET WHARF.
For freight or passage apply to
JOHN FRAZER and CO.

FOR LEVUKA.—The A1 clipper barque CHOCOLA will positively sail for above ports at an early date. Cargo now being received at Market Wharf.
J. R. JONES, 1, King-street.

FOR LEVUKA, SAVU SAVU, and TAVIUNI, Fiji Islands.—The clipper-barque BHERING, T. Brown, master, now daily expected, will meet with quick dispatch.
For freight or passage apply to
RABONE, FERZ, and CO.

FOR AUCKLAND, via MANAKAU.—The clipper brig SYREN, C. Sainty, commander. Cargo now received at the Patent Slip Wharf.
For freight or passage apply to
WILLIAM LAIDLEY and CO., Agents, Exchange, Pitt-street.

FOR MACLEAY RIVER.—Schooner VINE, on MONDAY. Apply R. LANGLEY, 62, Sussex-st.

FOR NEWCASTLE.—Schooner SEA RIP sails TO-NIGHT. Freight, &c., apply C. B. Bond, Sussex-st.

NOTICE TO CONSIGNEES.—The s.s. EASBY, from New Zealand, cargo transhipped and now landing at Newcastle Steamship Co.'s Wharf. Freight to be paid, and orders got for delivery, at the office of the Agents, FORD, ADAMS, and CO., Circular Quay.

BRIG WOODLARK.—All ACCOUNTS against the above vessel to be rendered in Duplicate by Noon, THIS DAY, to the office of the agents, FORD, ADAMS, and CO., Circular Quay.

SCHOONER FRANZ, from Hongkong.—Consignees of cargo by this vessel are requested to pass ENTRIES at once for Towns's Wharf. All goods impeding the discharge will be landed and stored at the risk and expense of the consignees, and the vessel will not be responsible for any loss or damage to cargo after same has been landed. Bills of lading must be produced, freights paid, and orders for delivery obtained from the undersigned before the goods can leave the wharf.
R. TOWNS and CO., Agents.

CAPTAIN HILDEBRANT will not be responsible for any debts contracted by the crew of the above-named vessel without his written authority.

BARQUE JOHN KNOX.—Cargo now landing at Washington Wharf. Freight to be paid and orders got for delivery at the office of the Agents, LEARMONTH, DICKINSON, and CO., Margaret-street.

FREIGHT or CHARTER, clipper schooner Monarch, 132 tons register. W. and J. H. Short, Baltic Wf.

FOR FREIGHT or CHARTER, the A1 clipper brigantine EDITH MAY, 213 tons register, G. T. Anderson, master.
Apply to Mr. JOHN TAYLOR, 25, Sussex-street; or Captain, on board.

FOR SALE, 24-feet Centreboard FISHING-BOAT, sails and gear; also, 16-feet Centreboard DINGY. S. HEYDON, St. Andrew's-street, Balmain.

FOR SALE, first-class centreboard FISHING-BOAT, 22 feet. H. H., HERALD Office.

FOR SALE, cheap, a new DINGY. Apply W. HAMILTON, Smith-street, Balmain.

FOR SALE, FREIGHT, or CHARTER.—The schooner SETTLERS' FRIEND, 65 tons register, capable of carrying 100 tons dead weight, on 6 feet 8 draught. The above vessel is now on Patent Slip, Sussex-street, where intending purchasers can inspect her, as she is now undergoing a thorough overall.
W. RINGLAND, Patent Slip.

STEAM-LAUNCH for SALE. Apply Mr. BAGOT, HERALD Office.

FOR SALE, the A1 British Ship CITY OF DUNEDIN, 1085 tons register, built at Dumbarton, 1863, newly coppered 1874.
For full particulars apply to Captain KILGOWR; or to J. and A. BROWN, Newcastle; or to E. M. SAYERS, 69, Pitt-street.

QUAY BERTHS vacant; first-class storage and wharf accommodation. G. F. Mason, Patent Slip Wharf.

FLOATING DOCK, DARLING HARBOUR.—THOMAS S. ROWNTREE and CO., Wood and Composite Shipbuilders and Blacksmiths. Ships of any size docked; repairs and work efficiently carried out on the most reasonable terms. Masts, spars, and ship timber of very description always on hand.

ROYAL SYDNEY YACHT SQUADRON.
OPENING DAY, SATURDAY.

PORT DIVISION.		STARBOARD DIVISION.	
Magic ..	2	Mistral ..	1
Pert ..	4	Peri ..	3
Meteor ..	6	Ella ..	5
Osprey ..	8	Pleiades ..	7
Ione ..	10	Weirang ..	9

YACHTS to assemble in Farm Cove at 12 o'clock.
The steamer VICTORIA will leave the west side of the Circular Quay, at 1 o'clock p.m., for Clontarf direct.
By order,
H. CORNWELL, Honorary Secretary.

MEETINGS.

AGRICULTURAL SOCIETY OF NEW SOUTH WALES.
MEETING of Council, WEDNESDAY, 4th October, at 11 a.m.
BUSINESS: Final revision and adoption of Schedule of Prizes for the Exhibition of 1877.
JULES JOUBERT, Secretary.

DISCHARGED PRISONERS' AID SOCIETY.—The Annual MEETING will take place THIS EVENING, the 29th instant, at the Oddfellows' Hall, Elizabeth-street, at 8 o'clock.
CHARLES COWPER, Hon. Sec. and Treasurer.

WOOLLAHRA BAND OF HOPE Meeting TO-NIGHT.—Exhibition of Dissolving Views, Songs, Glees, and Chorus by the Band of Choir, at 7 o'clock.
JOHN SHEARSTON, Hon. Sec.

MASONIC.—Leinster Marine Lodge 266, I.C.—Emergency Meeting unavoidably POSTPONED.

NOTICE.—The DANDENONG RELIEF FUND COMMITTEE met at the Town Hall, yesterday (Thursday), when it was decided to keep open the Subscription Lists until the 14th October.
B. PALMER, Mayor, Hon. Treasurer.

NORTH SYDNEY CRICKET CLUB.—A Special General MEETING of the above will be held at Mrs. M'Grath's Hotel, George-street, on TUESDAY next, at 8 o'clock p.m. Business: To take into consideration the action of the Trustees of the Domain Cricket Ground in refusing us the usual ballot contrary to all precedent.
R. F. CAROLAN, Hon. Secretary.

JOURNEYMEN BAKERS' Association.—Special MEETING, Saturday Night, Oct. 1, Travellers' Rest, Market-street. W. DORAN.

NO. 68 L. O. L.—Monthly MEETING THIS EVENING, in Dr. Fullerton's Schoolroom, Pitt-street South, 8 o'clock. Visiting brethren are invited to be present. THOS JESSEP, Sec.

ST. DAVID'S YOUNG MEN'S M.I.A.—TO-NIGHT, PRESIDENT'S ADDRESS.

123 L. O. L.—Arch-Purple MEETING, THIS (Friday) NIGHT, at 8 sharp, in Lodge-room, School of Arts, North Sydney. Visitors invited. A. G., W.M.

NEWTOWN CRICKET CLUB.—Annual General MEETING will take place THIS EVENING, Friday, at 8 o'clock, Town Hall, Newtown. Annual Dinner, on Wednesday, October 4th, at Town Hall, 8 p.m.

MEETINGS OF PUBLIC COMPANIES.

SOUTH WISEMAN'S CREEK COPPER MINING COMPANY (Limited).
A Special General MEETING of the above Company will be held in the Company's Office, George-street, Bathurst, on THURSDAY, the 12th October next, at 4.30 in the afternoon, to consider the financial position of the Company, and to transact any business in accordance with the deed of settlement.
T. M'LELL, Jun., Legal Manager.
26th September.

NEWSTEAD TIN MINING COMPANY, Limited.—NOTICE is hereby given that a Special General MEETING of Shareholders in the above Company will be held at the offices, 5, Spring-street, at 2.30 p.m., THIS DAY, to consider the present position of the Company, and to determine on the desirability or otherwise of dissolving and winding it up.
W. J. WESTON and CO., Managers.

LECTURES.

LECTURE.—The Rev. P. H. CORNFORD, of Auckland, will deliver a Lecture in the Baptist Church, Bathurst-street, next TUESDAY EVENING, October 3, at 7.30.
Subject—MILLENNIAL ANTICIPATIONS.
Collection at close for the Church Fund.

BALMAIN ASSOCIATION FOR MUTUAL IMPROVEMENT.—LECTURE on "The Moon, Ancient Superstitions, and Modern Realities," by A. MORRIS, Esq., C.E., in the Schoolroom, Adolphus-street, THIS (Friday) EVENING, September 29, at 8 o'clock. Rev. T. B. TRESS in the chair. Tickets for admission may be obtained from any of the members.
THOS. TURNER, Hon. Secretary.

TO-NIGHT.—LECTURE by ALFRED MORRIS, Esq., C.E., at Balmain. Special 'bus will leave Occidental Hotel, Wynyard-square, at 7 p.m., returning at 10.

VOLUNTEER NOTICES.

NAVAL BRIGADE to muster for Quarterly INSPECTION in the Inner Domain, at 3 p.m., on SATURDAY, the 30th instant.
Full Dress—Blue trousers, with white cap covers.
Band to attend.
FRANCIS HIXSON, Captain Commanding.

NAVAL BRIGADE to muster at Circular Quay, at 7.30 p.m., on MONDAY and TUESDAY, 2nd and 3rd October.
Dress—Blue, with white cap covers.
Band to attend.
FRANCIS HIXSON, Captain Commanding.

1 BATTERY V. A.—Shot Practice at Botany, SATURDAY, 30th instant. Drivers—England, M'Closkey, M'Cabe, Stretton (R. H.), Wells, and Miller—will assemble at 1 p.m. prompt, Inner Domain; remaining members by 'bus, at 2 p.m., from Hyde Park.
Every member must attend to ATTAIN EFFICIENCY.
F. FAHEY, Captain.

2ND REGIMENT.—Sergeants selected for match with Sergeants of 1st Regiment on SATURDAY, 30th, 2.30:—Wilson, Tinley, Russell, Philips, Castles, Gowan, Shaw, M'Leod, Murray, Hamilton, Wallwork.
A. T. TELFER, Sergeant-Major.

6 CO.—Shooting for selection in Representative Match TO-MORROW, 2.30 p.m. J. H. MORRIS, Capt.

ST. LEONARDS V. R.—DRILL on Reserve at 4.45 p.m., on SATURDAY, 30th; undress. Guise, captain.

CADET ARTILLERY.—TARGET PRACTICE TO-MORROW, 2.15 p.m. PARADE TUESDAY, 3rd, 7.30 p.m., with carbines. Band to attend.
H. W. STRONG, Captain Commanding.

HIGHEST price given for VOLUNTEER LAND ORDERS. FAHEY and CO., King-street.

VOLUNTEER LAND ORDERS bought and sold. JOSEPH PALMER, 183, Pitt-st., op. City Bank.

VOLUNTEER LAND ORDERS wanted by, H. A. CAPE, Sharebroker, 136, Pitt-street.

BUSINESS ANNOUNCEMENTS.

JOHN F. CRIPPS begs to thank his numerous friends and patrons for their past favours, and respectfully announces, that having sold the LEASE of his premises, 512, George-street, that he will continue the business in Pitt-street as usual, and hopes for a continuance of their favours. Patronized by his Excellency Sir Hercules Robinson, K.C.M.G., and the Hon. Lady Robinson and family.

DISSOLUTION OF PARTNERSHIP.—NOTICE is hereby given that the partnership hitherto existing between us, the undersigned, LOUIS RIESE and CHARLES WILKINS, trading as Manufacturers, at Marrickville, near the city of Sydney, has this day been DISSOLVED by mutual consent. All Debts owing to and from the said partnership will be paid and received by the said LOUIS RIESE, who continues the business as heretofore under the name and style of "LOUIS RIESE and COMPANY."
Dated this 28th day of September, A.D. 1876.
LOUIS RIESE
CHARLES WILKINS.
Witness—GEO. EVANS, Solicitor, Sydney.

HORTICULTURAL, FARMING, ETC.

HUNTER'S HILL.—A splendid collection of AMYRILLISES for SALE, from 1s to 7s 6d each bulb. Shrubs, Flowers, and choice succulents, in hollow logs, and a rare and unique collection grafted, &c.
JAMES SEYMOUR.

LOSS OF THE KETCH WILLIAM AND BETSY.
The undersigned beg to tender their sincere and grateful thanks to the ladies and gentlemen who so kindly assisted us with their donations, amounting to Fifty-one Pounds Sixteen Shillings and Sixpence, which has been duly handed to us by the Editor of the SYDNEY MORNING HERALD.
J. BENS.
GUSTAVE DECREW.
Sydney, 28th September, 1876.

PERSONS ADVERTISED FOR.

FRANK CAMPBELL, please call on Mr. S. HODGE, Grammar School.

F. MILLER, ESQ.—Kindly send your address, or call regarding musical tuition.

LEFT his home, on Wednesday morning, BOY, 9 years old, light hair and blue eyes. Had on dark tweed jumper and trousers, light straw hat, with blue ribbon. Reward on bringing him to the Central Police Station.

MRS. C. MANTON.—Communicate with H. Perkins, as agreed. Mutual Benefit.

MR. LINDT, Photographer, please call at Roads Department, Phillip-street.

RICHARD FROST, your BROTHER is desirous of knowing your whereabouts. G. P. Office, Sydney.

THE FOLLOWING CABLEGRAMS are lying unclaimed at the Chief Telegraph Office, Sydney:—
SEALEY and CO., from Auckland
Captain FARRELL (barque Caledonia), from England.

EDUCATIONAL.

ARGYLE SCHOOL, Arthurleigh, Albion-st., S. H.—Quarter will commence October 2. E. C. BAXTER.

BELMORE COLLEGE, Rockwall, Macleay-street, Potts Point.
Duties will be resumed MONDAY, 2nd October.

CAMDEN COLLEGE SCHOOL.—Duties will be resumed on MONDAY, 2nd October.

COLLEGIATE SCHOOL, GLEBE POINT.
WORK will be resumed on THURSDAY, October 5th.
THOMAS J. BOWYER, M.A.

CLASSICAL and COMMERCIAL SCHOOL, Calder House, Redfern.—Referees: The Professors of the University, the Lord Bishop of Sydney. Connected with the school are a library, Literary and Debating Society, and Magazine. Seven acres are available for recreation. The next quarter will commence WEDNESDAY, October 4.
J. DAVID SLY, M.A., LL.D., Principal.

EDUCATION for the Daughters of Gentlemen.—Mrs. SPOFFORTH received a limited number of Resident and Day PUPILS, to whom she offers unusual advantages. Non-pupils receives for accomplishments. Terms and particulars on application. Derwent-street, Glebe.

HOME EDUCATION.—ORMONDE HOUSE, Paddington.—Mrs. THOMAS DAWSON has vacancies. Studies resumed MONDAY, October 2nd.

MINNAVILLE SCHOOL.—Studies will be resumed on MONDAY, 2nd October. 63, Oxford-street.

MRS. PALMER.—Lessons in PIANO, Singing, Harmonium. 199, Dowling-street, near William-street.

OAKLANDS, MITTAGONG.—The Michaelmas Vacation will terminate on the 30th instant. Return tickets will be available only from the 23rd to the 30th instant, and extra carriages will be provided at the Redfern terminus for the 10 a.m. train on the latter day.
The Headmaster particularly requests that all his pupils may be at the terminus 15 minutes before the departure of the train.
H. E. SOUTHEY.

PETERSHAM, Ada House.—Ladies' School conducted by Mrs. and the Misses ELLA. School duties will be resumed on MONDAY, October 9. Vacancies for two boarders.

SYDNEY GRAMMAR SCHOOL.—The next quarter will begin at 9.30 a.m. on THURSDAY, October 5, at which time all new pupils should present themselves.
A. B. WEIGALL, Head Master.

THE MISSES HARDIE, Shirley, Edgecliff Road. Studies will be resumed October 9.

THE NEW SCHOOL—1867, Darlinghurst, near St. John's.
SUMMER TERM will commence MONDAY, October 2nd, at 9.30 a.m.
W. J. Stephens, M.A., Oxon, late FELLOW AND TUTOR OF QUEEN'S COLLEGE, and FIRST HEAD MASTER, of the SYDNEY GRAMMAR SCHOOL. First-class, Lit. Hum third, Disc. Math, et Phys., 1852.

THE COLLEGE, GOULBURN
Head Master; HARDWICK EVANS, B.A., late Scholar and Prizeman of Trinity College, Cambridge, and Graduate in Classical Honours in 1866.
Pupils prepared with a special view to the University Examinations.
Referees: The Bishop of Goulburn, the Bishop of Bathurst, the Hon. Charles Campbell, M.L.C., the Sheriff of Sydney, Professor Badham, and other gentlemen.

UNIVERSITY, Civil Service, and Survey Exams. Vacancies after Sept. 30. Aristarchus, Maddock's.

UNIVERSITY OF SYDNEY.—The SENIOR and JUNIOR PUBLIC EXAMINATIONS commence on MONDAY, the 6th November. The forms of entry must be sent in at least fourteen days before that date.
The CIVIL SERVICE Examination will take place in Sydney, on SATURDAY, the 4th November. In the country districts it will be concurrent with the Public Examinations.
HUGH KENNEDY, Registrar.

UNIVERSITY OF SYDNEY.—APPLICATIONS for three BURSARIES of the annual value of £50 each will be received by the Chancellor up to the 1st of January, 1877. Applicants must have passed the Senior or Junior Public Examination in one of the local centres of the colony, and the sections in which they pass must include 3 and 4.
HUGH KENNEDY, Registrar.

DANCING.—Private Classes for Ladies and Gentlemen are held by Mr. Read:—
BALMAIN—TUESDAY EVENING
GLEBE—WEDNESDAY ditto
SURRY HILLS—FRIDAY ditto
PYRMONT—THURSDAY ditto.
Applications to be made to 168, Pitt-street, near King-street.

BUSINESS CARDS.

ARCHITECT.—HAROLD BREES, 143, Pitt-street, near Hunter-st. Prize medal. Auction plans, surveys.

A CARD.—MDME. VON HALLE, of Paris, Chiropodist, 320, George-street. Corns, bunions, ingrowing toenails, &c., effectually treated. Separate rooms for ladies and gentlemen.

ARTIFICIAL TEETH, inimitable, and painless Dentistry. Mr. GUSTAVUS GABRIEL, 20, Wynyard-square, may be consulted daily. CAUTION.—Not connected with any other person in New South Wales.

BEARDMORE and OLIVE, Shipping and General Commission Agents, Auctioneers,
COOKTOWN, ENDEAVOUR RIVER.
Consignments of all kinds received for sale.

C. H. MAY, Business Broker, has purchasers for several small businesses. 111, Elizabeth-street.

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E. WAY, Importer of Baby Linen, Manufacturer of Ladies' and Children's Underclothing. Outfits for all parts of the world. Wedding Trousseaux. 261, 263, 265, and 267, Pitt-street.

JOHN F. MANN, Surveyor, &c., under Real Property Act, Land Agent, 19, Hunter-street.

J. VANDENBROOK, Wholesale and Retail Boot and Shoe Upper Manufacturer, 768, George-street South.

M'COY, BROTHERS.—Boots and Shoes of every description. 559 and 561, George-st., Brickfield-hill.

MR. J. SPENCER, Dentist, 8, Wynyard-square, awarded the N. S. W. Exhibition Medal and the Queensland Exhibition Medal for 1876, being the seventh year successively, for Artificial Teeth, against all competitors. Also, THE LONDON INTERNATIONAL EXHIBITION MEDAL for 1847.
Painless extraction by aid of NITROUS-OXIDE GAS

PHRENOLOGY.—Faithful mental Portraits, both sexes, by Professor Hamilton, 324, George-street.

PROPERTY EXCHANGE, MARGARET-STREET.
PROPERTY EXCHANGE: Estates subdivided.
PROPERTY EXCHANGE: Land and Houses sold.
PROPERTY EXCHANGE: Auction Sales conducted.
PROPERTY EXCHANGE: Goods received for sale by auction.
F. BRADLY, Auctioneer and Land Salesman.

R. ANDERSON, Manufacturer of Perambulators (all kinds) and Invalids' Chairs. 244, Parramatta-st.

YEOMAN, W. T., Oil and Colour Importer, Royal Blue House 170, Pitt-street.

RELIGIOUS ANNOUNCEMENTS.

GERMAN EVANGELICAL CHURCH, Macquarie-street.—The usual Sunday Service in the above Church will be conducted by the Rev. E. OSBORNE (in English), next SUNDAY, at 11 a.m.

BAPTIST CHURCH, BATHURST-STREET.—SPECIAL NOTICE.
In consequence of the repairs to the building the services next SUNDAY will be held in the
MASONIC HALL, York street.
The Rev. P. H. CORNFORD, from Auckland, will preach in the morning at 11, and in the evening at 7.
Collections will be made at the close of each service in aid of the Church Fund.

CHIPPENDALE WESLEYAN SUNDAY-SCHOOL.—The Anniversary SERVICES will be held as follows:—On SUNDAY next Three sermons will be preached—Morning, at 11, Rev. W. CURNOW; Afternoon, at 3, Rev. G. WOOLNOUGH, M.A.; Evening, at 7, Rev. F. TAIT.
TUESDAY, October 3, the Annual TEA MEETING will be held. Chair to be taken by the Hon. G. W. ALLEN. Tickets, 1s 6d.

LOST AND FOUND.

LOST, in George-street, last Monday, LETTER. Contents now valueless. Return to 5, Exchange.

LOST, a White Fantail Pigeon COCK. Reward on return. H. CURTIS, 221, Darlinghurst Road.

LOST, at Cremorne, 17-feet SKIFF: name (Bertha) on stern: painted light: reward. BUTSON, Pyrmont.

LOST, a White GOAT; one eye gone. 5s reward at 535, Kent-street South.

LOST, 3 weeks ago, POCKET-BOOK; 2nd steward's discharges, character. Reward. 156, Gloucester-st.

LOST, a BAT (Bartlett's), marked Clyde. Reward. W. GROUNDS, 11, Edward-street, off Oxford-st.

LOST, small Newfoundland DOG, white feet. F. GEARD, Bondi.

LOST, on the 27th September, off a Betany 'bus, the BUCKET and SPUR of a pump. Reward at HARKNESS'S Brass Foundry, Bathurst-street.

LOST, from Edgecliff Road, on Wednesday, small black and tan TERRIER, with plated link collar on. Reward. 3, Barrack-street; or Glen Rhoda, Edgecliff Road.

NOTICE. NOTICE.—The public are CAUTIONED not to negotiate the underdescribed DRAFT, the same having been lost in transmission:—
No. 20. Bank of Australasia, West Maitland, on Newcastle branch, in favour of Mrs. S. Laughton, for £752 10s.
BRUNKER, WOLFE, and BADGERY.

REWARD.—Lost or Stolen, a light-coloured, Scotch TERRIER. A. SHADLER, 71, Hunter-street.

WILL the Finder of LEATHER BAG, left on Woollahra 'Bus, Monday Evening, kindly leave it at the W. and W. U. O. Co.'s Office, Macquarie-place.

10S REWARD.—Lost, a diamond-shaped Gold LOCKET, stone one side. Vol. Hotel, P'matta.-st.

£5 REWARD.—Lost or Stolen from Elizabeth Bay, last Sunday, Black Retriever PUP. Above reward on conviction if stolen, £1 on return to Mr. A. J. CAPE, Elizabeth Bay, or 138, Pitt-street.

FOUND, a large, curly, Black DOG. Apply J. AITKEN, Hopewell-street, Paddington.

FOUND, large black and white DOG. Owner can have him by paying expenses. Rifle Butts Hotel, Paddington.

FOUND, a sum of MONEY. The owner can have it by giving description. J. JOHNSON, Newtown.

FOUND, a HORN, of Lady's Saddle. Owner can have same by paying expenses. Apply New Barracks, Middle Head, North Shore.

PRODUCE, PROVISIONS, ETC.

FLOUR, Flour, Flour.—T. L. COOMBE, Merchants, Millers, and Bakers' Agent, 360, George-street.

BARLEY MEAL, £8 per ton.—This is the best of all food for fattening cattle, sheep, pigs, poultry, &c.
Prepared pea flour, for soups, in tins, at 1s.
Patent pea flour, for making Scotch brose, in tins, 1s.
Green peas and white peas, for boiling.
SWAIN and CO., 710, George-street.

OATEN HAY, Hobart Town, to arrive.
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MELBOURNE and LONDON AGENCIES.—SWALLOW and ARIELL'S celebrated Biscuits and Canterbury cakes; G. Bencraft and Co.'s superior oatmeal and dressed rice; Dillon and Burrows's prize confectionery, creams, jellies, &c.; J. Kitchen and Sons' superior mottled toilet and soft soap, and mould candles; Hunt and Co.'s celebrated baking powders; R. Whittingham and Co.'s prime York hams, Cheshire and N.W. cheese, dates, figs, muscatel and sultana raisins, prunes, Jordan and S. S. almonds and nuts, jams, Devoe's oil, paper bags.
W. H. ARIELL, 119, Sussex-street.

TAYLOR, BROTHERS, LONDON. Manufacturers of
COCOA, CHOCOLATE, CHOCOLATE CREAMS, MUSTARD, AND CHICORY.
For Exportation to all parts of the Globe.
TAYLOR, BROTHERS, in order to be in the best position to execute orders for Chicory Powder for exportation, have purchased extensive MILLS in BRUGES, BELGIUM, which they have fitted up with English machinery of great power and most approved construction; this advantage, combined with the fact of their having on the spot the largest market for the finest Chicory Root in the world, enables them to supply the manufactured article on better terms than any other English house in the trade. In 56-lb. and 28-lb. tins, packed in 2 cwt. cases.
TAYLOR, BROTHERS are the largest MANUFACTURERS of COCOA in EUROPE, and SOLE PROPRIETORS of the MARAVILLA COCOA, original HOMŒOPATHIC COCOA, and SOLUBLE CHOCOLATE, which preparations, as also their CHOCOLATE CREAMS and FANCY CHOCOLATES, from their peculiarly high qualities, have obtained so decided a preference in the AUSTRALIAN COLONIES, and throughout the world.
STEAM MILLS: Brick-lane and Wentworth-street, London; and Bruges, Belgium.

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FOR SALE, Prime Oaten Hay, Oaten Chaff, Straw, Lucern Hay, Corn, Potatoes. M. M'Rae, Market Wf.

ON SALE, prime Tasmanian Potatoes, Bega and Moruya Bacon and Hams. H. Clarke, Victoria Wf.

PEARL Barley, Oatmeal, and Barley Dust, on SALE by BEAVER and CO., 62, Clarence-street.

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EMERSON'S, King-street.—HARES, RABBITS Tasmanian LOBSTERS, TRUMPETER, KINGFISH, Melbourne PILCHARDS, Californian HERRINGS, George's River OYSTERS, in prime condition. Inspection invited to the splendid sample from the Hon. Thomas Holt's fishery.

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S. T. LEIGH and CO., Engravers, Lithographers, and ACCOUNT BOOK MANUFACTURERS, Pitt-street (next HERALD Office), Sydney.

IRON WATER TANKS.—For SALE, four new iron Tanks; also four new 200-gallons Water BUTTS. Apply ship Tamerlane, Moore's Wharf.

SHIPS' WATER TANKS, 400 gallons. ROBERT PERT, 25, Sussex-street, near A. S. N. Co.

NEW ZEALAND TREE FERNS, for SALE, at Wooller's Yards, Pitt-street.

PUBLICATIONS.

THE "SYDNEY MAIL" OF SATURDAY, 30TH SEPTEMBER, contains—
Editorials:
The Defence of the Government
Free Selectors and their Interests
Italian Immigration
The Harbour Defences
International Rifle Match
Labour and Immigration
Country Hospitals
A Cape Line of Steamers.
GENERAL CONTENTS.
The Land—Agriculture—Pastoral
Garden Calendar for October
Kiama Harbour Works
The Ministers at Kiama and Wollongong
Arrival of the Mail via Torres Straits
Law—Divorce Court—Circuits
Shipping Gazette
Provincial Letters
Mining—Returns—Reports
Essayist—On the Waste of Energy
Music and Drama
Sports in England, by Anglicanus
Notes and Comments, by Mnemon
First Queensland Exhibition
Passing Events
The Defence Force
Sports—Cricket—Aquatics
Commercial—Markets
Live Stock Reports—Quotations.

THE AGRICULTURAL DEPARTMENT OF THE "SYDNEY MAIL" contains—
The Forthcoming Metropolitan Show
Pastoral and Agricultural Notes
Season and Crops
Feeding Truck for Stock
Prize Farms in England
Steam Ploughing and Cultivating
Mules
Viticulture and Viniculture
Blood as a Manure
Agricultural Items.

THE SPORTING DEPARTMENT OF THE "SYDNEY MAIL" contains—
Racing Chronicle
Turf Talk
Nemo at Bathurst
Bathurst Jockey Club Races
A. J. C. Subscription Meeting
Entries for Coming Events

THE SUPPLEMENT TO THE "SYDNEY MAIL" contains—
Illustrations:
The Robertson Basin, Kiama
Portrait of Professor Wheatstone
The Protestant Hall, Sydney
Fruit Dryer
Tales—Black Spirits and White—The Duchess of Rosemary Lane
Literature
Biography—Herr Wagner
Art Notes—Painting Photographs
The Ladies' Column
Fashions—Novelties in Dress
Bits of Pleasantry
Evening Pastime—Domestic Economy
Notes of Travel
Society and Personal
Modern Politeness
Naturalist—Pearl Oysters.

THE ECHO
AN EVENING NEWSPAPER.
PRICE ONE PENNY.
LATEST TELEGRAMS.
NEWS OF THE MORNING.
SHIPPING and COMMERCIAL.
THE AMUSEMENTS FOR TO-NIGHT.
COMMENTS ON PASSING EVENTS.
NOTES OF THE DAY.
NEWS FROM THE COUNTRY.
VISITORS' LIST
This Journal is published with the view of giving to the public the LATEST INTELLIGENCE of all kinds, to be obtained UP TO 3 P.M. DAILY, but later if necessary for the publication of important news.
Advertisements received up to 12.30 p.m.
Copies of "THE ECHO" are to be had of all newsagents in the city, suburbs, and country towns.
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THE CUMBERLAND MERCURY AND RURAL GAZETTE, published every Saturday, at Parramatta—10th year of issue. Men of progress, and independence of character will find its columns worthy their attention. ADVERTISERS will find that it possesses great advantages as an advertising medium, being, as it is, the household newspaper of very large and thickly-populated districts.
Offices: 387, George-street, Sydney, and Stationers' Hall, Parramatta. C. E. FULLER, Proprietor.

STOCKWHIP, STOCKWHIP, ready THIS DAY, at 10 o'clock.

STOCKWHIP, STOCKWHIP.—Read STOCKWHIP This Day. Ready at 10 o'clock.

STOCKWHIP.—Agents and boys, call 160, Pitt-street, at 10 o'clock.

PUNCH. PUNCH.—This week's issue:
Cartoon, BREAKING THE SPELL.—Random Rhymes, Shakespeare v. New South Wales.—Terrible effect of the Illusionists' Performance.—The Mudgee Nomination.—A Word to the Wise.

HOUSES AND LAND FOR SALE.

FOR PRIVATE SALE
VILLA RESIDENCE, in healthiest suburb round Sydney, well-built, beautiful order, 6 acres Land, cheap.
SUPERIOR SUBURBAN VILLA RESIDENCE—Extensive house accommodation; large area of land, suitable for large family requiring comfort and convenience.
BRICK and STONE COTTAGE, 5 rooms, verandahs, outhouse, gas and water, garden, &c.; leasehold; ground rent, £3 per annum; Moncur-street, Woollahra.
SUBSTANTIAL STONE HOUSE, 4 large rooms, kitchen and servant's room; Brisbane-street, close to Oxford-street.
WEATHERBOARD COTTAGE, 4 rooms, kitchen, outhouses, &c.—BALMAIN.
Well-built STONE and BRICK COTTAGES at WOOLLAHRA, near Waverley.
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ALLOTMENTS LAND, at Waverley, Balmain, Petersham, Paddington, and Underwood Estate.
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FOR SALE, HOUSES, COTTAGES, BLOCKS, and ALLOTMENTS in all the suburbs. 132, Pitt-st.

FOR SALE, cheap, COTTAGE, No. 121, Dowling-st., Woolloomooloo. Thomas Grattan, 323, Geo.-st.

FOR SALE, three half-acre blocks of LAND, near reserve, St. Leonards. T. GRATTAN, 323, George-st.

HUNTER'S HILL.—A most beautiful BUILDING SITE, with fruit garden and well of water adjoining. Nearly 1½ acres, and near to both wharfs. Apply J. SEYMOUR, Agent.

20-FEET ALLOTMENTS, Redfern, £3 per foot. W. U. HARRIS, Regent-street.

FOR SALE, a few good HOUSES, in leading positions in city. Apply MOSS and CO., 410, George-street.

FOR IMMEDIATE SALE, in first-class street, and within five minutes' walk of the Darling-street Wharf, at Balmain, Freehold property, consisting of a snug COTTAGE, well and faithfully built, with large piece of land attached. Price, £175; terms, half cash, balance in twelve months, without interest. FRANCIS FAHEY, 129, King-street.

FOR SALE, two SHOPS and DWELLING-HOUSE, in Pitt-street, near Park-street; Terrace four Houses, Surry Hills, each four rooms and kitchen, price £1000; Terrace of seven Houses, Darlinghurst, will pay 8 per cent. clear; two Houses, each four rooms and kitchen, Surry-st., Darlinghurst, price £825; Gothic Villa, St. John's Road, Glebe, eight rooms and kitchen; Family Residences, each 12 and 8 rooms, Wilson-st., Newtown, on reasonable terms; Cottage (detached) at Stanmore, 6 rooms, hall, kitchen, and every convenience, £50 cash, balance by fortnightly instalments. WALTER COOK, 174, Pitt-street.

WATER FRONTAGE.—For SALE, a neat family residence, in a splendid position. Bathing-house, and boat shed. Walking distance from the city. E. RAMSAY, House Agent, 410, George and King streets.

ON SALE, COTTAGE, 4 rooms, Haymarket, £270, cash £70, balance may remain; 5-room Brick Cottage, Petersham (new), £465; 4-room Cottage and 40 feet land, Ross-street, Forest Lodge, £320; two 5-room new Houses, Ultimo, £460; Allotments, Albion Estate, Belle Vue-street, £7 10s foot; Belmore-street, 25 feet; Foveaux-street, 36 feet; Holt-street, 31 feet, £7 10s.
THOMAS MILLER, 284, Pitt-street.

JAMES PRINGLE, 165, Pitt-street, has for SALE, House PROPERTIES, from £150 to £500.

ALBION ESTATE.—For SALE, well-built HOUSE, 5 rooms, &c. J. G. READ, 494, George-street.

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LAW.

SUPREME COURT.—Thursday, September 28.

In Equity.

Before his Honor the Primary Judge.

LLOYD AND ANOTHER V. VICKERY AND ANOTHER.

On the motion of Mr. Davis for the defendants, Mr. Owen appearing for the plaintiffs, the time for taking evidence on behalf of the defendants was extended to the 1st of December next. Costs in the cause.

WATT AND OTHERS V. HILL AND OTHERS.

This was a motion on notice, on behalf of the defendant, Mr. E. S. Hill, to refer back to the Master in Equity to review his taxation of the defendant's bill of costs under the decree made on the 2nd of May last, and on the appeal decided on the 28th day of June last.

Mr. Davis appeared for the defendant Hill; Mr. Owen for the plaintiffs.

His Honor held that the Master was right in disallowing (1.) Certain items charged for obtaining copies of the answers of the other defendants. (2.) Two counsel to represent the defendant Hill on appeal before the Full Court; the defendants were the respondents and each one was represented by counsel. (3.) The items charged for obtaining copies of the costs of the other parties. (4.) The item charged for a close copy of the bill of complaint: the bill was served and it was not necessary to obtain a close copy. (5.) For attending counsel to appoint consultation; the consultation should be appointed when the bill was delivered. (6.) The sums charged for perusing a copy of the evidence and exhibits; in this matter his Honor declined to interfere with the Master's ruling. (7.) The sums charged for searching of petition of appeal filed before fourteen days from the date of the decree had expired; as the petition was filed, and the warrant taken out in due course, the Master was right. (8.) The sum charged for attending to search the bill of equity appeals, &c. (9.) The sum charged for attending to pay the Court fees on the appeal. And (10.) The sum charged for comparing the decree with the minutes.

His Honor held that the Master was wrong in disallowing the following items:—(1.) The sum charged for entering an appearance for the defendant Hill. (2.) The sum charged in connection with the defendant Edwards's motion to dismiss the bill. (3.) Attending counsel, and making a refresher when the suit had gone over from one sittings to the next. (4.) Searching the cause list in the Equity Court. And (5.) The sum charged for instructions on appeal. Other small items his Honor declined to interfere with, as they were matters of detail, and no principle was involved. As the bills of the other defendants had not been sent in or taxed, and as their charges and taxation would depend on the review of the defendant Hill's bill, the Master's certificate was ordered to be varied in accordance with his Honor's ruling; the costs of both parties were ordered to be paid out of the estate, the plaintiffs' costs as between solicitor and client.

DUNN V. THE AUSTRALASIAN STEAM NAVIGATION COMPANY.

The following are the judgments delivered in this case. The Court unanimously discharged the rule with costs.

Sir James Martin, C.J.:

The declaration in this case contained three counts. The first stated an agreement by the defendants to carry horses of the plaintiff in one of their vessels from Sydney to Townsville without calling at Brisbane, and alleged a breach of that stipulation which, by reason of the delay consequent thereon, exposed the vessel to storms, which killed some of the horses and injured others of them. The second count was for negligence in carrying the horses, causing the like loss and damage. The third was for breach of duty as a common carrier in not safely carrying and delivering the horses. The pleas denied the alleged contracts and the breaches. The plaintiff had been in the habit of shipping horses to Townsville in vessels belonging to the defendants, the last of such shipments before the one in question in this case being made in November, 1874. In the latter end of January, 1875, he went to the defendants' office and saw one of their clerks named White. He told White that he wanted to ship some horses in the Victoria, then away on a voyage, but shortly expected to arrive in Sydney, and start again for Townsville, and asked him when she would be back and leave again. White told him to call down when he was next in town and he would give him an answer. He saw White, as he stated in his evidence, some ten or eleven days after—on a Friday—and White informed him that the Victoria would leave on the Monday following. White (as he says) told him to look in Saturday's paper and that he could rely on what was stated there; and further, *that the vessel would go straight by the way of Bowen to Townsville*. White, who was called by the defendants, denied that he ever made any such statement as this to the plaintiff. Nothing, he says, was said to the plaintiff at any time about the vessel going direct to Townsville by the way of Bowen direct, nor did he refer him to the newspaper. On this part of the case there was therefore the most conflicting testimony.

The number of horses which the plaintiff at the first interview, which according to White was on the 23rd January, stated that he wanted to ship, was twelve, and he paid White in one sum to these horses and on account of their freight £30. On the afternoon of the 16th February he paid him £106 10s., which, with the £30 previously paid, made the whole freight on twenty-one horses—that is to say, on nine horses more than were spoken of on the 23rd January, when the deposit was paid. On being paid this money, White, who had not given any receipt for the £30 gave one for the whole amount paid to him by the plaintiff in these terms:—

"Memorandum from the Australasian Steam Navigation Co to Mr. Dunn. Sydney, 16th February, 1875. Received from Mr. Dunn the sum of £136 10s., being the freight on twenty-one horses to be shipped to Townsville, on deck, at shipper's risk, he being perfectly satisfied with the accommodation. H. WHITE."

In the *Sydney Morning Herald* of Saturday, the 13th February, the Victoria was advertised to leave on Monday, for three places, of which Brisbane was not one. The Victoria did not leave on the Monday, and in the *Evening News* of that day she was advertised to leave on the following day, Tuesday, for the three places previously advertised, *and for Brisbane as well*. On the Tuesday before the horses were put on board the plaintiff was told by Captain Munro, the defendants' marine superintendent, that the Victoria was going to Brisbane. The plaintiff admitted that he had seen the *Evening News* of Monday, the 15th, but he said that he was not aware of the intention to call at Brisbane till Captain Munro told him on Tuesday. After he was so told he nevertheless shipped the horses, stating (as he says) that he would hold the defendants liable for any damage that he might sustain by the deviation. He shipped them with knowledge of the change of route, because (he said) he could not help himself, and further, because the horses were in Sydney and could not be sent away for two or three weeks unless they went in the Victoria. Munro stated that he told the plaintiff of the intention to call at Brisbane on the Monday; and further, that although he objected at the time, he subsequently stated that the going into Brisbane would give the horses a rest. One of the points in controversy in the case was whether or not the plaintiff had not by his conduct, and more especially by his statements, acquiesced in the vessel going to Brisbane. As to the language used by the plaintiff, the evidence was conflicting. The Victoria had a main deck and a spar deck, and the horses were shipped in stalls, fitted on the former deck. The main deck was a substantial deck, and part of the body of the ship, with scupper holes to let the water out, and the spar deck was a lighter or hurricane deck. She left on her voyage on the 18th February, and on the 19th, at 1.30 a.m., she rounded Cape Moreton, and arrived at the wharf at Brisbane at 8.30 a.m. She left at 8.30 a.m. on the 20th, the deviation having caused a delay of about forty hours. On Sunday, the 21st, she encountered a violent gale of unusual duration, in the course of which the stalls broke away from their fastenings, and the horses fell down and were so knocked about, that sixteen of those shipped by the plaintiff were killed and thrown overboard. Five were landed, and of those one died after being landed from—as the plaintiff said—inflammation of the chest, caused by the rocking of the boat by means of which they were taken to the shore. The plaintiff said that including the freight, the 17 horses that he lost cost him £701. In addition to this there were his own expenses and the cost of the forage on board, which he supplied himself. He also stated that but for the delay caused by going into Moreton Bay the vessel would have reached a place of safety before the storm met her. On this point, however, there was again contradictory evidence. It did not appear at the trial how many of the horses that were killed were included in the twelve originally mentioned to White, or in the nine shipped in addition to the twelve. As, however, no specific horses were pointed out as the twelve on which the deposit was paid, it must, I think, be assumed that any twelve of the whole number are within the original agreement, whatever that was, leaving the other nine outside it.

The jury found a general verdict for the plaintiff, with £633 15s. damages. They also found specially in answer to questions put to them by me:—

(1.) That White did tell the plaintiff when he paid him the £30 that the vessel would go straight viâ Bowen to Townsville.

(2.) That they had no evidence whether the fittings were such as are ordinarily used for the carriage of horses on such voyages as that from Sydney to Townsville, but they considered them insufficient.

(3.) That the fittings were properly secured at the commencement of, and during the voyage.

And (4.) That the horses were carried on deck.

The defendants obtained a rule *nisi* for a nonsuit or new trial on various grounds, two of them being points reserved by me at the trial.

The first question is, whether I was in error in holding that, although the storm arose and the damage occurred not during but after the deviation, the jury might find that such damage occurred in consequence of the deviation. This was one of the points reserved by me. It was contended, on the authority of *Davis v. Garrett*, 6 Bing. 716, that to render the defendants liable on the first count the injury complained of should have occurred during the deviation. This question is not altogether free from difficulty, but I think now, as I thought at the trial, that if the jury can fairly and reasonably see that a vessel was exposed to a particular storm by reason of unlawfully going out of its agreed course, they may say that the damage was proximately caused by the deviation. In the case cited, no doubt it was proved that the damage was done while the vessel was out of her course. Chief Justice Tindall, in giving the judgment of the Court (p. 722), refers to this fact, it being one of the things that were proved. "But the objection taken," he goes on to say, "is that there is no natural or necessary connection between the wrong of the master in taking the barge out of its proper course and the loss itself, for that the same loss might have been occasioned by the very same tempest if the barge had proceeded in her direct course." He then gives the obvious answer that "if this argument were to prevail, the deviation of the master, which is undoubtedly a ground of action against the owners, could never, or only under very peculiar circumstances, entitle the plaintiff to recover." "The real answer to the objection," he goes on to say, "is that no wrong-doer can be allowed to apportion or qualify his own wrong, and that as a loss has actually happened *whilst his wrongful act was in operation and force*, and which is attributable to his wrongful act, he cannot set up as an answer to the action the bare possibility of a loss if his wrongful act had never been done." His Lordship no doubt here speaks of the loss as having happened "while the wrongful act was in operation and force," but that was only because in that case the fact was so. It can never, I think, be fairly contended that the master of a ship having deviated is liable if the damage takes place just before the deviation is over, but not if it takes place just after. The true principle to guide in such a case is not whether the damage occurred during or after, but was it proximately caused by the deviation. To decide this question all the circumstances must be looked to, amongst which not the least important will be, how long after the vessel returned to her course did the damage happen. Each case of the kind must be decided on its own facts, and no general rule can be laid down other than that which I have indicated. In the present case the voyage was one ordinarily of short duration, and the vessel was propelled by steam. Had she not lost the forty hours which were spent in going to and remaining at Brisbane, and returning thence to her course, she might be reasonably thought likely to have escaped the storm which overtook her the day after she returned to her course, and the jury had, under the circumstances, sufficient evidence on the part of the plaintiff (which of course they were entitled to believe) to warrant them in finding the issues on the first count in his favour, provided that the contract declared on was proved to have been made. The evidence on this point was that of the plaintiff only, and one of the grounds urged in support of the present application is that the defendants' export clerk, White, had no authority to make such a contract with the plaintiff. There was evidence on the defendants' part that it was not within White's province to make agreements specifying the places at which any particular vessel of the defendants was to call on any particular voyage. But I left it to the jury to say (and my ruling has not been complained of in this respect) whether the duties discharged by White were of such a character as to lead persons dealing with the defendants, to fairly and reasonably conclude that he had power to make a binding promise on which a shipper could properly rely, as to the ports at which a vessel was to call. The jury had in this case sufficient evidence to justify them in finding this question in the affirmative.

It is said, however (and this is another of the defendants' grounds), that supposing that White originally made an agreement with the plaintiff which bound the defendants as to the voyage being one to be made direct to Townsville viâ Bowen, the plaintiff, nevertheless, before any breach of that agreement, waived it, and, in fact, shipped his horses on a contract which implied that the vessel was to go into Brisbane. The plaintiff's own statement was that he protested against the calling at Brisbane before he left Sydney, and said that he would hold the defendants liable for any loss caused by the detention. He says further that he repeated this statement when the vessel was about leaving her course to go into Brisbane. These statements of the plaintiff were contradicted, but the truth of them was a question for the jury. It follows, therefore, that in my opinion there was sufficient evidence to support the verdict on the first count.

As to the second and third counts, it was urged as another ground in support of the rule, that the stipulation that the horses were to be at the shippers' risk, freed the defendants from all responsibility, including negligence. I thought at the trial that if the horses were carried on deck, as the jury have found that they were, the defendants were not liable for negligence. On fuller consideration I am now of opinion that the terms used in the receipt given to the plaintiff do not exonerate the defendants as contended. Words may no doubt be used by a carrier in his contract which will throw the whole risk of loss or damage upon the person who employs him, but they must be clear and unambiguous for such a purpose, as in *Austin v. The Manchester, &c., Railway Company*, 10 C.B., 454; *Austin v. Manchester, &c., Railway Company*, 16 Q.B., 600; and *Carr v. The Lancashire and Yorkshire Railway Company*, 7 Ex., 707. In those cases the defendants stipulated that they were not to be responsible for damage, however caused, and that stipulation was held to free them from all responsibility for negligence. *M'Cawley v. The Furness Railway Company*, L.R. 8, Q.B. 57, is substantially to the same effect; as also is *Gallin v. The London and North-western Railway Company*, 44 L.J., Q.B. 89. But *Robinson v. The Great Western Railway Company*, 35 L.J., C.P. 123; *Martin v. The Great Indian Peninsular Railway Company*, L.R., 3 Ex. 9; *Gill v. Manchester Railway Co.*, L.R. 8, Q.B., 186; *D'Arc v. The London and North Western Railway Company*, L.R., 9 C.P. 325; *Mitchell and Others v. The Lancashire and Yorkshire Railway Company*, 44 L.J. Q.B., 107, and *Hall v. The North Eastern Railway Company*, 44 L.J. Q.B., 164, all show more or less that the words "at the owner's risk" do not, as a rule, free the carrier from the consequence of his own want of care. In *D'Arc v. The London and North Western Railway Company*, Lord Coleridge said (p. 330): "The Court, in *Robinson v. Great Western Railway Co.*, determined upon a contract in terms very similar to those of the contract in the present case, that the words 'at owner's risk' only exempted the company from the ordinary risks incurred by goods in going along the railway, and does not cover injury from delay caused by the negligence of the company." And in *Gill v. Manchester Railway Co.*, Lush, J. says (p. 196): "It cannot I think be considered that this condition dispenses with the use of reasonable care on the part of the company in the receiving, carrying, and delivering cattle, any more than the exception of perils of the sea on a bill of lading relieves a shipowner from the obligations to navigate with ordinary skill and care. The exception goes to limit the liability not the duty. It is the duty of the carrier to do what he can by reasonable care and skill to avoid all perils, including the excepted perils. If notwithstanding such skill and care damage does occur from these perils, he is released from liability, but if his negligence has brought on the peril, the damage is attributable to his breach of duty, and the exception does not aid him." Where a "passenger" agrees to be carried "at his own risk," inasmuch as in that case the carrier is not an insurer, but is liable only for negligence, there is no other liability from which these words can free him, and they have, therefore, in such contracts been held to throw the whole risk on the "passenger." In the present case I am of opinion that the words used in the receipt are not large enough to relieve the defendants from the liability for negligence.

There still remains the question whether the loss of the horses was caused by the perils of the seas, or whether the negligence of the defendants contributed to it. The negligence complained of was:—(1) That the fittings were insufficient. (2) That they were improperly secured. And (3) that the five horses saved were landed in an improper manner. The jury specially found the second of these questions in the defendants' favour, but as to the first question, while being unable to say whether or not the fittings were such as were ordinarily used, they stated that they considered them insufficient. Having come to this conclusion, they were in my opinion justified in finding against the defendants on the question of negligence. The statement in the receipt given by White for the payment of the freight to the effect that the plaintiff was "perfectly satisfied with the accommodation" does not preclude him from holding the defendants liable for defective "fittings," if that defect led to the loss. That it did so lead there was enough evidence to justify the jury in finding. So also was there evidence sufficient to warrant a finding of negligence on the landing of the horses.

With reference to all these findings which I have mentioned as being supported by evidence, it is not necessary that the Court should be of opinion that the evidence was such as would have satisfied the Court itself. If there is any evidence in favour of the view adopted by the jury, the Court will not interfere with their verdict, unless upon some plain and definite ground it can see that they have come to a wrong conclusion. I cannot see any such ground in the present case, and I am of opinion, therefore, that the verdict ought not to be disturbed, and that the rule ought to be discharged.

Mr. Justice Hargrave:

In this case the plaintiff, on the 18th August, 1875, obtained a verdict of £633 15s., damages for the loss or non-delivery of twenty-one valuable draught horses shipped by the plaintiff in Sydney on board the defendants' steamship Victoria, to be carried to Townsville; the greater number of the horses dying while on board during a violent storm between Brisbane and Townsville; and others of the horses being so injured by the voyage that they died shortly after being landed at Townsville.

The jury found four facts specially as follows, in answer to certain questions put to them by the Chief Justice at the trial, viz.:—First. That the defendants' export clerk (named White) told the plaintiff when he paid the deposit (£30) for the freight of the horses, that "the vessel would go straight via Bowen to Townsville"—*i.e.*, without calling at Brisbane. Secondly. That there was no evidence before them (the jury) to show whether or not the "fittings" were such as were ordinarily used; but they were of opinion that they were insufficient. Thirdly. That the fittings were properly secured at the commencement of and during the voyage; and fourthly. That the horses were carried "on deck," *i.e.* according to the agreement.

The defendants, on the 1st September, 1875, moved this Court by a rule nisi for a new trial upon twelve grounds, which are elaborated in the memorandum filed with great technical minuteness and with many argumentative details, causing great obscurity as to the counsel's real meaning, and in my opinion altogether inapplicable to rules nisi for new trials at Common Law.

These grounds for a new trial were argued before this Court on the 12th, 13th, 14th, and 15th of June last, and no less than thirty-four reported cases and nine text writers on marine and shipping law were quoted at the Bar and elaborately commented upon. It appears to me, however, that the two real points of law for our decision are—first, whether the death of the horses during the *deviation* of the Victoria to Brisbane out of the *straight* course from Sydney via Bowen to Townsville comes within "the perils of the seas" for which the defendants are not liable under the bill of lading; or if not, then, secondly, whether, upon the facts of the case, the loss of the horses was caused directly or indirectly by such deviation.

The authorities chiefly applicable to this case are *Davis v. Garrett*, 6 Bingh. 716; *Mount v. Larkins*, 8 Bingh., 108; *Freeman v. Taylor*, 8 Bingh., 124; also reported 1 *Moore v. Scott*, 165; *Madeira v. Hill*, 8 Bingh., 231; *Palmer v. Marshall*, 8 Bingh., 318; *M'Andrews v. Adams*, 1 Bing., N. C., 29; especially Mr. Justice Park's strong remarks as to the great importance of maintaining the authority of *Davis v. Garrett* and *Phillips v. Irvine*, 8 Scott, N. R., 3.

The case of *Austin v. Manchester, Sheffield, and London Railway Company*, 16 Q.B. 604, and several authorities as to deviations and delays in land carriage have some bearing upon the question, because the number of days occupied in all unauthorised "deviations" during the carriage of all perishable goods must always be remotely, and often directly and immediately, the cause of loss or damage to the goods carried, if such goods are of a nature *per se* to be damaged by such deviations or delays.

In fact the general rule as to all "deviations" and "delays," having the prima facie effect of fixing the carrier with all loss or damage, so far as arising from such deviation or delay, applies especially to the carriage by sea of all horses and other stalled animals; and the evidence is quite conclusive to my mind that the storm occurred during the voyage, wrongly prolonged by the deviation to Brisbane.

The case is somewhat analogous to the cases of fruit ships, or other perishable cargoes, which deteriorate by lengthened voyages; and which the shippers have a clear right to expect to be carried direct to their port of destination without any voluntary delays or deviations, merely for the sake of any additional freights, profits, or other advantages, to be obtained to the shipowners by such deviation.

I do not consider it at all necessary to comment in detail upon the numerous authorities bearing upon the law of the case, nor indeed upon the detailed facts of the case, because I am clearly of opinion that the "delay" was the direct and immediate cause of the death of the horses, not only by prolonging the confinement of the horses on board the ship, but also by bringing the ship into the scope of the storm, which upon the evidence of all the best witnesses would have been entirely escaped if the forty hours which had been lost by the deviation to Brisbane had been properly occupied on the direct route to Townsville.

The evidence as to the healthy state of the horses and their reasonable [illegible] of endurance for the voyage, as to the extreme violence of the storm, and all the other circumstances of the case, show clearly to my mind that the defendants must bear the loss of the horses, as destroyed by their own deviation without either express or implied consent of the plaintiff.

With regard to such of the grounds of the rule nisi as are directed against the verdict itself, and against the specific findings of facts of the jury, we must bear in mind that the plaintiff had on previous occasions shipped horses by the defendants' steamships *direct* to Townsville, and without any deviation to Brisbane; secondly, that the Victoria was herself, in the first instance, advertised to go to Townsville via Bowen; and, thirdly, that the deviation at Brisbane was not brought to the plaintiff's knowledge until after payment of the deposit and bringing the horses to Sydney for shipment. I cannot, therefore, see the slightest ground for thinking the verdict wrong upon these branches of the evidence.

Considering, lastly, that the evidence occupied four days at the trial, and that all the details were peculiarly within the mercantile knowledge of the jurors, I cannot think of interfering with the verdict upon any of the numerous suggestions argued before this Court as to the verdict being in any sense against the weight of evidence. On the contrary, upon the whole of the evidence as fully read to the Court, I think the special findings were correct. I think also that it was stated that the jury had at nisi prius a view of the ship's fittings, which circumstance is always a very strong ground against judicial interference of the full Court with any verdict, so far as founded on such view.

A great deal of speculative discussion also took place, during the argument in Banco, as to the mode by which the jury arrived at the precise amount they have found for the plaintiff; and whether the jury had considered the plaintiff entitled to damage for the loss of the whole number of horses shipped, or only for the number engaged to be shipped, on paying the £30 deposit when the berths were engaged with White, and whether the jury had considered in their verdict the valuable racehorse among those plaintiff was entitled to be paid for; but, as the defendants did not ask for any special findings on any of these points, and as the amount of the verdict does not seem against any manifest principle of calculation, it would be against all the authorities for this Court to speculate as to the details of the amount found, or to take upon ourselves the duties of jurymen as against a clear and reasonable finding by the jurors themselves.

For these reasons, I am of opinion that the verdict should on no ground be interfered with.

Mr. Justice Faucett:

I have given much consideration to this case, and on the question upon which my decision eventually turns I confess I have felt considerable difficulty.

Passing over the first count of the declaration for the present I come to the second and third counts.

The second count alleges that the plaintiff delivered to the defendants, and the defendants received certain horses to be safely and securely shipped and carried in a certain vessel of the defendants from Sydney to Townsville for freight, &c. It then alleges that the defendants so negligently and carelessly carried the horses, and so negligently and carelessly conducted themselves in the said voyage, that by reason thereof a large number of the said horses were killed, &c.

The third count alleges that the plaintiff delivered to the defendants certain horses to be shipped on board the steamship Victoria, and safely and securely carried therein from Sydney to Townsville, and there delivered for the plaintiff for freight, &c. It then alleges as a breach that the defendants did not safely and securely carry the said horses, and the same were during the said voyage lost to the plaintiff.

The defendants in their pleas, besides denying the breaches, say that they did not receive the horses for the purpose and on the terms mentioned in these counts.

Now I am clearly of opinion that the receipt given by Mr. White, the export clerk, to the plaintiff, on Tuesday, the 16th of February, after he had put his horses on board the Victoria, disproves the averment in these counts as to the terms on which the horses were received by the defendants, and shows that, so far from having received the horses on the absolute and unconditional terms that they should be carried safely and securely, as alleged, they received them to be carried at the owner's risk. Whatever took place between the plaintiff and Mr. White when the plaintiff paid the deposit of £30 for twelve horses, the receipt given when the residue of the freight was paid, if not embodying the contract, must at least be taken as forming part of the contract between the plaintiff and the defendants. Whatever may or may not have been said about going into Brisbane, it does not appear, even in his own evidence, that the plaintiff ever objected to the words "at shipper's risk" in the receipt, or to the words "he being perfectly satisfied with the accommodation."

Notwithstanding the terms of this receipt, it was contended that the fittings of the place where the horses were put were insufficient, and that such insufficiency showed negligence on the part of the defendants, and was the cause of the plaintiff's loss. In reference to this the jury found specially that the fittings were properly secured at the commencement of, and during, the voyage. But they also said that there was no evidence to show that the fittings were such as were ordinarily used for the carriage of horses on such a voyage as that from Sydney to Townsville, but that they thought them insufficient. There was, however, evidence that the plaintiff himself had shipped horses several times with similar fittings. Johnson, the assistant carpenter, also said that before the vessel left the fittings were secure—the same as usual. And Hinton, a master carpenter, said that the fittings of the Victoria were strong and substantial. He saw the Victoria in November when she was first fitted up, and the fittings were such as he would himself have put up if he had been employed to do so, and such fittings as he saw were sufficient, and the fittings in February, if not the same, were of the same kind as the fittings in November. With this evidence it is difficult to understand the finding of the jury upon this point. Still, however this may be, the plaintiff is, in my opinion, bound on this point by the receipt. He not only had an opportunity of seeing and examining, but he actually saw the fittings before the horses were put on board, and with a full knowledge of the state of the fittings he accepted the receipt without objection on this point. Having done so, he ought not to be allowed, after the event, to say that they were insufficient. It was said, indeed, that the word "accommodation" did not refer to the fittings, but only to the space or room allowed to the horses, or the place where they were put. But I think it must be taken, according to its natural meaning, to include the fittings as well as the space allowed, and the place where the horses were put.

But even if the fittings were insufficient, and such insufficiency was owing to negligence, and was the cause of the loss sustained by the plaintiff, the effect of the words "at shipper's risk" in the receipt is to be considered.

In *Shaw v. The York and U. M. R. Co.*, 13 Q. B., 347, the death of the plaintiff's horses was caused by a defect in one of the horse-boxes of the Railway Company, which defect was pointed out by the plaintiff to the company's servants, who tried, but unsuccessfully, to cure it. The plaintiff paid the fare for the conveyance of his horses, and took a receipt, which stated that the ticket was issued subject to the owner's undertaking all risks of conveyance whatever, as the company would not be responsible for any injury or damage however caused, &c. And it was held that these words threw the risks of conveyance upon the plaintiff and disproved the allegation in the declaration that the defendants received the horses to be safely and securely carried by them.

In *Austin v. The Manchester S. R. Co.*, 16 Q. B., 601, it was also held that a special contract of the same kind disproved the general allegation in the declaration.

In *Chippendale v. The London and Y. R. Co.*, 21 L. J., Q. B., 22, there was a similar condition as to carrying live stock upon the company's railway, or in their vehicles. And although the truck was so defectively constructed as to be unfit for the conveyance of cattle, it was held that there was no implied liability that the truck should be fit for the conveyance of cattle, and that the terms of the ticket protected the company against liability for damage.

In *Carr v. The Lancashire and Y. R. Company*, 7 Exch. 707, similar terms in the ticket were held to exempt from liability even where there was gross negligence.

The effect of the words "at the owner's risk," or "at the shipper's risk," in a receipt or ticket given by a carrier, is very fully considered by Mr. Justice Blackburn in his judgment in *Peek v. The North Lancashire Railway Company*, 10 H. L. 473, where the cases up to the passing of the Railway and Traffic Act 1854 are reviewed. And, after citing a passage from Mr. Justice Story to the effect that a carrier could not, by any special contract, exempt himself from all responsibility, as in case of gross negligence, or the fraud or misconduct of his servants, that learned Judge says: "In my opinion the weight of authority was in 1832 in favour of this view of the law, but the cases decided in our Courts between 1832 and 1854 established that this was not the law, and that a carrier might by a special notice make a contract, limiting his responsibility, even in the cases mentioned, of gross negligence, misconduct, or fraud on the part of his servants." From this statement of the law, no dissent was expressed by any of the other Judges on that occasion. We must, therefore, assume the law to be as so stated at the period mentioned.

Since that judgment was pronounced there are also some decisions in accordance with the law as stated by Mr. Justice Blackburn.

In *Stewart v. The London and N. W. R. Co.*, 3 H. and C., 135, the ticket stated that passengers' luggage under 60 lbs, was free "at passengers' risk." And it was held that these words, whether read by the passenger or not, exempted the company from liability for loss during the transit, without limitation even as to negligence.

But in *Martin v. The Great India P. R. Co.*, L. R. 3 Ex., where the contract was that the plaintiff's goods should remain in charge of a guard provided by the troops, "the company accepting no responsibility," the company were held liable for negligence. "The pleadings," says Kelly, C.B., "suggest a destruction by fire through the defendants' negligence. It is clear that the plaintiff could not have secured himself against a loss so caused by placing his baggage under the officer whose duty it was to take care only in those matters in which he was competent to exercise care; but destruction by fire was a peril which, it may well be, could not have been averted by any care on his part, and to which, it is in substance alleged, no want of care on his part has contributed." This decision seems hardly reconcileable with those to which I have referred, or with the law as stated by Mr. Justice Blackburn. Its effect is, that the words protected the company only against negligence on the part of the guard who had charge of the luggage, when in fact they were intended to protect the company against the negligence of their own servants.

In the more recent case, however, of *M'Cawley v. Furness Railway Company*, L.R., 8 Q. B., the older decisions were followed, and the words, "at his own risk," in reference to a passenger, were held to protect the company from liability, even in the case of gross and wilful negligence on the part of the company or their servants.

Upon these authorities I am of opinion that the contract set out in the 2nd and 3rd counts, alleging a general and unlimited liability to carry safely and securely, is disproved by the receipt, which contains a special contract, that the horses should be carried at the shipper's risk, and accordingly that the pleas denying the contract so set out are proved. On the issues joined on these pleas therefore, I think that the verdict ought to be for the defendants.

But in reference to the first count other considerations arise. That count sets out a special contract that the vessel should go direct to Townsville without calling at Brisbane. Such a contract, if made, would be outside of, and in addition to the contract contained in the receipt; it would be independent of it, and not contradictory to it. The words "at shipper's risk" in the receipt would not protect the defendants from liability upon a breach of this contract.

In *Robinson v. The Great Western R. Co.*, 35 L. J. N. S. C. P., 123, the words "at owner's risk" were held not to exempt from liability for damage caused by delay. "The contract of the Railway Company," says Erle, C. J., "is to deliver the horses in a reasonable time at the owner's risk. Whatever may happen to them on the journey is to be at the owner's risk. But, when the contract is to deliver within a reasonable time, there is a duty entirely distinct from the question of damages which may arise from accident on the journey."

And in *D'Arcy v. The London and N. W. R. Co.*, L. R., 9 C. P. 325, the Court, following the decision in *Robinson v. The Great W. R. Co.*, held that the words "at owner's risk" only exempted the company from the ordinary risks incurred by goods in going along the railway, and did not cover injury from delay caused by the negligence of the company.

These two cases went upon the implied contract, which was set out in the declaration—in the first, to carry without unreasonable delay; and in the second, to carry within a reasonable time.

These cases may seem in some degree opposed to the decisions in the cases to which I have referred. But in some of these cases it is pointed out that if the declaration had been framed differently, and had set out the duty that arises on the contract, and alleged a breach of that duty, the decision would have been different. But however this be, in the present case a distinct contract is alleged that the defendant should proceed direct to Townsville without calling at Brisbane. If such a contract was made, there is no doubt it was broken. We have, therefore, to consider whether there is evidence of such a contract.

On this point the plaintiff stated that Mr. White, the export clerk, told him that the vessel would go direct to Townsville via Bowen, and that he also told him to look at the *Sydney Morning Herald* of Saturday, and whatever he would see there he might rely on it. The plaintiff, having previously paid the deposit of £30 for twelve horses, accordingly looked at the *Herald* newspaper of Saturday, and the defendants' advertisement of that day made no mention of Brisbane; and the evidence for the defence shows that at that time it was not contemplated that the vessel should call at Brisbane. Upon this evidence, notwithstanding the contradictory evidence of Mr. White, the jury found that Mr. White did tell the plaintiff that the vessel would go direct via Bowen.

Now, if Mr. White had authority to make such a contract, there is here in my opinion sufficient evidence to justify the jury in finding that it was made. But the defendants say that Mr. White had no such authority, as the power to fix or alter the route rested with the manager alone. It was left, however, to the jury—and I think properly—to say whether Mr. White was placed in such a position by the company that those who were in the habit of dealing with the company might reasonably believe that he had such authority. This, besides, is a strange objection for the defendants to make, when they rest their defence chiefly on the receipt given by Mr. White, and which they say contains their contract with the plaintiff.

There is still this difficulty on this point. The receipt was given to the plaintiff on the Tuesday, after he had shipped his horses, and before he shipped them he was fully informed both by advertisement and otherwise that the vessel would call at Brisbane.

In *Walker v. The York and N. W. R. Co.*, 2 E. and B., 750, the plaintiff was informed that certain new conditions were imposed by the company on the carriage of goods such as the plaintiff was in the habit of sending. He objected to the conditions, but sent the goods; and it was held that he was bound by the conditions. Wightman, J., says:—"Now the plaintiff did not assent in express terms to these conditions; on the contrary, he objected to them; but still, for all that, he sent the goods knowing that no servant had power to alter the conditions, and that they would be accepted on those conditions only; but I think he must be taken to have sent them on these conditions, unless there is something in the law to prevent those conditions from binding." These observations are applicable here. Nine of the horses, at all events, were shipped without any previous contract, and with full knowledge that the vessel would go to Brisbane; those nine must therefore be taken to have been shipped subject to that condition. But with respect to the twelve, for which the deposit had been previously paid, I do not think that the plaintiff, by putting those twelve on board after he became aware that the route was altered, necessarily waived the contract, which the jury must have found had been entered into, that the vessel should go direct via Bowen. The plaintiff says that he could not help himself when he was told that the vessel was to call at Brisbane. He says further, that he objected to the alteration of the route, and told the captain that his going to Brisbane would be at the company's risk. When the route was altered, the plaintiff might have treated the contract at once as broken, and refused to put his horses on board; and he might at once have brought his action for such damages as he might sustain; or he might have put his horses on board, leaving it to the defendants to carry out their contract or not, and holding them responsible for any loss that might be sustained by their not carrying it out. The plaintiff's case is, that he took the latter course. If so, it appears to me that the defendants would be liable for a breach of the contract to go direct via Bowen. There is some difficulty in construing the receipt distributively, as it were, so as to make it apply to one contract for the twelve horses, and to another for the nine; but, as Brisbane is not mentioned in it, I think that under the circumstances we may do so.

Next, is the loss of the horses, which, if there had been no deviation, would have been attributable to the perils of the sea, sufficiently proximate to be treated as the natural and direct consequence of the deviation? On this question I have felt considerable difficulty. The circumstances are these: There was a deviation, and the jury have found, or must be taken to have found, that if the deviation had not taken place, the vessel would have escaped the storm. It was contended that, as the loss did not occur during the deviation, it ought not as a matter of law to be attributed to the deviation. And *Davis v. Garrett*, 6 Bing. 716 was relied on. In that case the tempest which destroyed the cargo arose during the deviation. In other words, the deviation brought the ship as it were directly into the tempest. Here the delay caused by the deviation also brought the vessel into the storm; for if the vessel had not deviated it would, according to the finding of the jury, have escaped the storm. The loss by the storm therefore was in this case as much the natural and direct consequence of the delay caused by the deviation, as in *Davis v. Garrett* the loss by the tempest was the natural and direct consequence of the deviation. If an injury is directly traceable to a wrongful act, what difference can it make whether the injury occurs during the actual commission of the wrongful act, or within a short time after it? On this point there was evidence on both sides; and, although I think the evidence preponderated in favour of the defendants, still, as the question was fairly put before the jury, I am not prepared to disturb the verdict on this ground.

Lastly, it is said that the jury have given damages for all the horses lost by the plaintiff, and that, if damages are given only for twelve, there is no evidence to show the specific twelve that were shipped under the contract not to go to Brisbane. At the close of the argument I was disposed to think that there was a good deal in the first part of this objection; but on reading his Honor's direction to the jury I find that he very distinctly told them that if they found for the plaintiff they ought not to give damages for the loss of more than the twelve horses, which had been shipped under the contract not to go to Brisbane, and that they could not give damages for the loss of the others which were shipped with knowledge on the plaintiff's part that the vessel would call at Brisbane, and were therefore shipped subject to that condition. And we are not to assume that the jury disregarded this direction. And as to the other points, it is only necessary to say that it does not appear to have been objected at the trial that the twelve horses were not individually specified; and although it was strongly urged before us, no such point is taken in the rule nisi for a new trial. And if it had been taken, I am of opinion that it would not be a ground for disturbing the verdict.

It will be thus seen that my reasons are somewhat different from those given by their Honors, but the result is the same. I am of opinion that this rule nisi ought to be discharged.

INSOLVENCY COURT.

Thursday.

Before the Chief Commissioner.

The matter of Robertson and Allen v. M'Grath and Millah was postponed until the 2nd November, on the application of Mr. S. C. Brown.

On the application of Mr. Dowling, on behalf of Messrs. Tooth and Co., petitioning creditors, proof of service being given, and no objections being filed, his Honor made absolute an order nisi for the compulsory sequestration of the estate of Thomas M'Bride; schedule and statement to be filed within ten days after service of the order.

In the matter of the Tom's Nuggetty Reef Gold-mining Company the following debts were proved: Bank of New South Wales, £48 2s. 8d., with interest and costs; Reuben Hall, £61 3s. 4d.; John Dawson, £2 2s.; C. Sandon, £2 7s.; Rolin and Salter, £21 9s., subject to taxation. Mr. Want, instructed by Mr. Oliver, appeared for the official liquidator.

Accounts current and plans of distribution were confirmed as follows:—Estate of Nicholas Eric Loydstrom, first plan dividend 2s. 4½d. in the £; estate of George Taylor, a first plan dividend 2s. 4½d. in the £.

In the matter of the Molong Consols Copper-mining Company, Mr. S. C. Brown, on behalf of the official liquidator, applied to have the name of the Rev. G. L. Nairn placed on the list of contributories. Mr. Chapman (of Daintrey and Chapman) opposed the application, and obtained a fortnight's adjournment of the hearing, his Honor directing that an affidavit of objections should be filed within ten days.

On the motions of the official assignees, the directions of creditors were confirmed in the estates of John Beauchamp, Henry Thomas Gilbert, William Thomas, George Henry Bryant, and John Millahan. In the estate of Godfrey Bentley Robin, the consideration of the ratification of creditors' directions was allowed to stand over.

In the matter of the Golden Fleece Gold-mining Company, Mr. Want, instructed by Messrs. Teale and Curtiss, on behalf of the official liquidator, applied to have the names of F. E. Bode and J. B. Christian added to the list of contributories. No objections having been filed, his Honor accordingly added the names.

In the matter of the Golden Hill Quartz Mining and Crushing Company. Liberty was given to the official liquidator to serve Mr. George Curtis, with the view to make him liable as a contributory.

In the matter of the Peabody Copper Mining Company. Mr. Humphery submitted an offer of 10s. in the £ from Mr. Lyons in respect of his liability as a contributory, and stated that he considered it would be for the benefit of the estate if it were accepted. It was mentioned that there would be a surplus to divide, and that Mr. Lyons would not share in the division. His Honor directed that notice of the offer of compromise should be published for the information of contributories, and adjourned the hearing.

In the matter of the Rex Tin Mining Company. Mr. Sandeman, the official liquidator, submitted an offer of compromise of 10s. in the £, made by Mr. Lyons in respect of shares for which he was liable, and recommended that it would be for the benefit of the estate to accept it. An offer of compromise of 10s. in the £ from P. O'Dowd, or of payment in full in eighteen months by six promissory notes, was also submitted, the official liquidator recommending the acceptance of the cash offer. An offer of composition of £40 in respect of a liability of £100 was also made on behalf of James Greer, and the acceptance of this it was stated would be for the benefit of the estate. In each case his Honor directed the publication of notices for the information of contributories, and adjourned the hearing until the 9th October.

SURRENDER.

Christopher Hotherington, of Seymour, shepherd. Liabilities, £75 9s. 8d., of which £40 is secured. Assets, £20 4s. Mr. Sempill, official assignee.

MEETINGS OF CREDITORS.

Friday, September 29, at 11 a.m.—Before the Chief Commissioner: Francis Carter, third; Thomas Frederick Meyer and Solomon Meyer, third; George Cannon Martin, third; William Charles Hawkins, third; John Harkness, adjourned single, from the 8th instant; Stephen Nicholson, first; Simon Banks, special for proof of debts.

Monday, October 2, at 11 a.m.—Before the Chief Commissioner: James Bower and David Drake, adjourned examination from the 11th of September last; Magellan Cloud G. M. Co. (No. 29), and Companies Act, settlement of list of contributories; Charles Alexander Stewart, motion to rescind orders of 19th March and 13th August, 1874, adjourned from the 21st September last; Stephen Nicholson, adjourned examination from the 25th September last; Thomas Frederick Meyer and Solomon Meyer, adjourned examination from the 25th September.

Monday, October 2, at 11 a.m.—Before the District Commissioner: Charles Frederick Reid Allen, first and only meeting, at Young; Frank Lewin, first and only meeting, at Mudgee.

Tuesday, October 3, at 11 a.m.—Before the District Commissioner: James Gallagher, first and only meeting, at Tamworth.

APPLICATIONS FOR CERTIFICATES.

Tuesday, October 3, at 11 a.m.—Before the Chief Commissioner: James William Stamford, John Frost, Walter Thomas Airey, William Bayley Dyason, George Yonge Mould, Joshua Vickery, adjourned from the 5th September last; Henry Risley Smith, adjourned from the 19th instant; John Manning Haseland, George Wake, adjourned from the 26th September last.

CENTRAL POLICE COURT.

Thursday.

Before Messrs. Thompson, Waugh, and R. Murray.

Fifteen persons were fined for drunkenness.

Benjamin Hodges, after having been fined for drunkenness—the constable said he was very drunk—pleaded guilty to having, while in custody, made use of obscene language, and to having assaulted the constable, on each of which charges he was sentenced to pay 20s., or to be imprisoned seven days.

Eli Barrett, charged with having stolen a quantity of corn, valued at 4s. 6d., the property of John Allan, pleaded guilty, and was sentenced to be imprisoned fourteen days.

William Rouse was convicted, on his own confession, of having stolen a coat, valued at 4s., the property of James Charlton, and was sentenced to be imprisoned one month.

Before Messrs. Davies and M'Lean.

Richard Parr, who last week was committed for trial for stealing from his employer, William Howes, a piece of tweed, and was allowed bail, was on Monday surrendered by his bail, and later in the day was charged with having stolen thirty-one pieces of tweed cloth and two pieces of vestings, also the property of Mr. Howes. Detective Willmott produced in court a box containing the cloths, which he found at a house in College-street, Balmain. Prisoner had told him that the box was his, and that some of its contents—a few trimmings—belonged to himself. Mr. Howes identified the cloths as having at one time formed a portion of his stock, and valued the whole at from £30 to £40; he never sold them to prisoner, nor is it likely that they were sold to any one else. Evidence was taken tracing the box and its contents to the prisoner's possession. He offered no defence, and was committed for trial at the Quarter Sessions.

Before Messrs. Smithers, Neale, and Lester.

The inspector of nuisances presented a list of twenty-five informations. Eliza Dwyer, the owner of premises situated in Fowler-square, appeared to answer a complaint, in which it was alleged that on the 25th of the present month she suffered unwholesome matter to remain on her premises, causing thereby a nuisance to the neighbourhood, and pleaded cause to show. Richard Seymour deposed that he is the inspector of nuisances for the city of Sydney, and on the 25th instant, in consequence of information received at the Town Hall, he, accompanied by the Mayor, and the assistant inspector, proceeded to defendant's house, consisting of two small rooms and an attic; in the front room were eight women, the defendant, and the defendant's son; in the back room five women were lying about as if under the influence of liquor, and in the attic found a woman, partly undressed, and two children; these rooms, as well as the yard, were in a most filthy condition—in one room and in the yard human excrement was lying about. For the defence two women were called, who deposed that they lodge in defendant's house, and that they did not see anything indecent or out of order on the day of the inspection by Mr. Seymour. The Bench found defendant guilty, and sentenced her to pay a penalty of £5. John Saqui and John Christian were fined 20s. each, Ellen Clancy 40s., and John Boyd 60s., for allowing unwholesome matter to remain on their respective premises. Henry Williams was fined 5s., for allowing his dray to stand in a street otherwise than parallel with and close to the kerbstone. James Toohey was fined 5s., for driving round the corner of a street at a pace faster than a walk. The remaining cases were either postponed or withdrawn.

On the prosecution of Inspector Oram, John Guilfoyle was fined 5s., for neglecting, after sunset, to have a light on each side of his cab; William Berry and Thomas Jones were fined 10s. each, for loitering; John Smith, for sleeping in his cab, and James Palmer, for drawing up on the wrong side of the street, were each fined 10s.; and Matthew Hughes, for plying for hire while his license was suspended, was fined 20s. Nine other informations were withdrawn on payment of costs.

WATER POLICE COURT.

Thursday.

Before the Water Police Magistrate, Lieutenant-Colonel Maunsell, and Messrs. Voss, Oatley, and M'Beath.

Benjamin Wright was sentenced to three months' imprisonment, with hard labour, for having a saw and plane in his possession for which he could not give a satisfactory account.

Sophia J. Dalmar, found guilty of having stolen a pair of boots, valued at 6s. 6d., and the property of Richard Wastell, was sentenced to fourteen days' imprisonment, with hard labour.

John Allatt Drake was brought up by senior-constable Pirie and constable Corrigan, charged with having obtained the sum of 10s., by means of false pretences, from J. H. Newman, photographer, Oxford-street. On the 20th September instant, prisoner went to Mr. Newman's studio in Oxford-street to get a dozen photographs which he had ordered. The photographs came to £2 10s., and prisoner asking for a blank cheque, one of the Commercial Bank cheques was handed to him, which he filled up for £3. Underneath the name of the banking company he wrote "the executors of the late Richard Day, Mutual Fire Office." When the cheque was presented at the bank it was returned with the words "no account" written on the face of it. William Day deposed that the prisoner had no authority to draw upon him; he never had any business transactions with him in his life; the cheque in question was presented to him, but he refused to pay it; there were no executors of the late Richard Day; on Friday, 15th September, he saw prisoner going into the District Court, and asked him how he dared to take the liberty of drawing orders on him—that if he drew any more he would prosecute him; this was in consequence of a similar order having been presented to him which he refused to acknowledge; he told prisoner that there were no executors for his brother. Prisoner was committed to take his trial at the next Court of Quarter Sessions.

The same prisoner was further charged with having obtained, by means of false pretences, money and goods to the value of £1 from William Wenban, painter, Oxford-street; money and goods to the value of £1 from Samuel Harris, chemist, Oxford-street; money and goods to the value of £1 from Henry D'Albatis, assistant to Mr. Rose, chemist, George-street; and money and goods to the value of £1 from —— Rose, tobacconist, King-street. The circumstances of each of these cases were similar to those of the first case. Prisoner went to each of the parties named and purchased trifling articles, giving in payment a cheque or order on "the executors of the late Richard Day." From Samuel Harris he obtained a bottle of phosphodyne, from William Wenban two kerosene lamps, from Henry D'Albatis a bottle of phosphodyne, and from Mr. Rose a walkingstick and pipe. In every case the value of the goods was less than £1, and prisoner received the balance in change. He was committed to take his trial on the four charges at the next Court of Quarter Sessions. Mr. Greer appeared for the defence.

CORONER'S COURT.

Yesterday forenoon the City Coroner held, at the Royal Sovereign Hotel, Liverpool-street, Darlinghurst, an inquest touching the cause of death of a man named Francis Gibbons, who had been found dead early on that morning, having apparently committed suicide in a most determined manner.

The following is the substance of the evidence submitted to the jury:—

Sarah Potter Gibbons deposed that she resided at 329, Victoria-street, Darlinghurst; deceased was her husband; he was about 50 years of age, and a native of Cheltenham, England; he was by trade a house painter, and had been in the colony for twenty-two years; he had left a widow and three children; he had not been drinking to excess lately, and was ordinarily a man of temperate habits; he had appeared lately to be in low spirits; there was nothing so far as she knew to account for his being so; he was dull and reserved; he was ordinarily a man of reserved habits, but more so lately, but thinking that he had something to annoy him she did not trouble him by asking the reason; he was not in debt; he was happy in his domestic affairs, and nothing had occurred in the family to cause him annoyance; witness, her three children and deceased were the only occupants of the house; she had no reason to think that he ever contemplated suicide; he was rather more cheerful on Wednesday night than he had been lately; they went to bed at about 11 o'clock; the other members of the family had gone to bed first; deceased slept rather better than he had done for two or three nights before; he got up about half-past 4 o'clock in the morning, which was earlier than his usual hour; he dressed himself and said that he was going to take a walk; two or three times lately he had gone out about that time for a walk; he left her to call the boy, who had to leave home to go to his work at 5 o'clock; deceased went out alone about half-past 4 o'clock; about half-past 5 o'clock her eldest son told her something had happened to father, without telling her what; and shortly afterwards his dead body was brought in by two constables, and she saw there was a wound in his throat; there were several razors in the house, and one produced by senior constable Broderick she believed to be the property of her husband; the cord which he also produced was a portion of one he used at his trade; it had been kept in a shed at the back; the razors were kept in his bedroom.

Senior-constable Broderick deposed that, about a quarter to 6 o'clock yesterday morning, he received information which induced him to go to a lane at the rear of 327, Victoria-street, where he found the dead body of a man hanging from the framework of a small door leading into the back yard from the lane; a cord which he produced was tied round the framework, and a small piece was tied tight round his neck; he cut the rope; he was on his knees on the ground, and his left hand was in against the fence close by the door; in his right hand was a razor, open, and tightly clenched in his hand; there was a large quantity of blood on the ground where he was kneeling; he noticed a large gash on the left side of the jaw on the neck; the body was stiff, and life he thought was about half-an-hour extinct; assisted by constable Nolan, he removed the body to the deceased's residence, the locality of which he had ascertained.

Dr. George J. Pattison gave the result of his examination of the body. He found a depression in the neck which might have been caused by a rope; and a wound from left to right caused by the right hand, such as might have been caused by a razor.

Thomas Francis Gibbons corroborated the evidence of his mother.

Frederick John Williams, 15 years of age, living at 341, Victoria-street, deposed that he was in his yard yesterday morning about half-past 5 o'clock; he let his dog out to have a run, and, hearing him bark and run to the right, he went into the lane (the lad here described his discovery of the body and its position).

The jury found that death had resulted from hemorrhage from a self-inflicted wound in the throat.

BOROUGH COUNCILS.

Balmain.—A special meeting of the Council was held in the Town Hall, Darling Road, on Friday evening, 15th September, for the purpose of considering the advisability of rescinding motion of 22nd August last, adopting the report of the Bath Committee which recommended that bathing houses should be erected at foot of Nicholson and Elliott streets. Present—Aldermen M'Donald, Hancock, Looke, Gow, Schultz, Perdriau, Jung, and Watson. In the absence of the Mayor, Alderman M'Donald was voted to the chair. Moved by Alderman Hancock, seconded by Alderman Looke,—"That the motion carried, adopting the report of the committee in reference to the erection of bathing-houses, be rescinded." It was contended that this course was necessary, so that the whole matter could be dealt with by the Committee of Works. Alderman Gow did not think such a course was necessary. The motion was put, and carried. There being no other business, the Council separated. —Tuesday, September 19. The usual fortnightly meeting was held. Present—The Mayor (Mr. S. H. Hyam) and the full Council. The minutes of the last meeting were read and confirmed. Correspondence: 1. From Mr. C. H. Long, calling the Council's attention to the bad state of footpath of Curtis Road. 2. From Mr. J. P. Frank, calling attention of the Council to the bad state of footpath of Thames-street. Both received and referred to the Committee of Works. 3. From Mr. Hooper, in answer to one from this Council, respecting a proposed street through his land, being a continuation of Goodsir-street, and saying that he would sell this land for £250, on condition that no sewage matter (other than surface water) should be taken into the creek under or over such street. Received, and resolved—"That no further notice be taken of the matter." 4. From the Colonial Secretary, intimating that for the future, the Survey Department would undertake to align all streets required, on the understanding that the Council erect alignment posts as soon as the surveys are completed. 5. From Colonial Secretary in reference to the removal of the pound. Both received. 6. From Patrick O'Reilly in reference to the removal of night soil. Received and referred to the Committee of Finance. Petitions: 1. Presented and read by Alderman Taylor from residents in Booth-street, asking for the footpaths and gutters to be repaired. Received and referred to the Works Committee. 2. Presented by Alderman Watson, from residents and ratepayers in South-west Ward, asking for two gas lamps to be erected—one at the bottom of Wortley-street, near the bridge, and the other at the corner of Smith and Reynolds streets. Received and referred to the Gas Committee. Reports. 1. From Committee of Works, stating that since last meeting they had certified for works, &c., accounts amounting to £108 1s. 11d. Received. 2. From Finance Committee stating that since last meeting they had paid for works, &c., £135 11s. 2d. Received. 3. From the Inspector of Nuisances. Received and left in the hands of the Mayor. Miscellaneous 1. The audited balance sheet was laid on the table. Motions pursuant to notice. By Alderman Elkington—"That the report of the Bath Committee be referred to the Committee of Works for plan, estimate, and specification." Seconded by Alderman Looke, and carried. By Alderman Hancock—"That a gas lamp be at once placed in Reynolds-street, opposite the street or lane leading to Mr. R. E. A. Wilkinson's property." Seconded by Alderman M'Donald. An amendment was moved by Aldermen Looke and Harpur,—"That it be referred to the Gas Committee." A further amendment was moved and seconded by Aldermen Elkington and Perdriau,—"That no further lamps be erected beyond the fifty-two till fresh arrangements be made with the Gas Company." The original motion was withdrawn in favour of the first amendment which was put and carried. The other amendment was lost. By Alderman Perdriau—"That, taking into consideration the urgent necessity of erecting a new wharf at Mort-street, no other wharf be entertained until the completion of the said wharf at Mort-street." Seconded by Alderman Elkington. After a little discussion Alderman Perdriau called for a division, which was as follows, viz.:—Ayes: Aldermen Perdriau, Elkington, Watson, Harpur, Schultz, and Gow, 6. Noes: The Mayor, Aldermen Looke, Taylor, Hancock, M'Donald, and Gow, 6. The Mayor gave his casting vote with the noes. The motion was, therefore, lost. Orders of the Day: The Council then went into committee to open and examine tenders for making Stephen-street wharf, Cooper-street wharf, and also for kerbing and guttering. In committee tenders were opened, and it was resolved to recommend that Rankin and Batty's tenders be accepted—Stephen-street wharf for £164, and Cooper-street wharf for £295; and Peter Brady's tender for kerbing and guttering, as per schedule. Council resumed, reported progress, and the report was adopted. The Council then rose.—Thos. Glassop, Assistant Council-clerk.

A plague of rats has been lately ravaging the French camp at Rocquencourt. These rats have increased with such rapidity as to form a veritable army, daring and cunning, and fearing neither light nor noise. Every morning some unfortunate soldier finds either the harness of his horse gnawed into morsels, or discovers the buttons left as the sole relic of his trousers. To keep their bread safe for breakfast, the troopers are obliged during the night to hang their loaves over their beds by a string, and are then often awakened by the bread falling on them, a rat having gnawed the cord in two. A price is set on the head of each single rat, but the depredators give battle, generally successfully, to the fiercest dogs.

Möller's Cod Liver Oil.—"It is with great pleasure that I can bear testimony to the purity of Mr. Möller's Cod Liver Oil, which I have now used for some three years both in private practice and at the Home for Sick Children, Coatham. In comparing the oil supplied by Mr. Möller with that used previously, I cannot but be struck with the few cases in which the stomach refuses to tolerate the oil—a great desideratum in an institution where so many cases of scrofula are admitted. I can confidently recommend Mr. Möller's oil to the public as of exceptional purity, and of great dietetic value. Thomas W. T. Loche, surgeon West Suffolk Militia, Admiralty surgeon and agent, Suffolk House, Coatham, April 10th, 1876." Peter Möller is the only real manufacturer bottling his Cod Liver Oil, thus offering to the public the guaranteed article. Head offices at Christiania, Norway; Branch at 521, Oxford-street, W.C., London; and manufactories at Lofoten Islands, Norway. Sold throughout the colonies by all chemists and druggists; but have Möller's only.

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AMERICAN NOTES.

XXI.

IN former letters I have had occasion to remark upon the hospitality and general frankness of the American people. The inquisitive Yankee who pries into your private business and asks all sorts of questions about your grandmother is no longer to be found in the Eastern States, and a stranger may be pardoned if he takes leave to doubt whether the class of whom novelists and play-writers have made so much ever were numerous. People in the United States, as a rule, are not such sticklers for etiquette, and if a stranger wants information it is not considered necessary that he should obtain an introduction before he asks a question. I do not know that Americans are more considerate to foreigners than are the people of New South Wales, for I think that hospitality has always come so natural to colonists that they never felt its practice to be either a burden or a virtue.

The foreign Commissioners and Judges to the International Exhibition have quite recently, as the guests of the Pennsylvanian Railroad Company, been the recipients of American hospitality on a princely scale. Colonel Scott, desirous of affording them an opportunity of inspecting the railroads and workshops of the company, together with other manufacturing industries, situate along the company's lines, invited the Judges and Commissioners to an excursion, to last from Monday morning, July 10th, to the following Saturday night. The programme attached to the invitation was so tempting, that all who could possibly get away from the Exhibition cheerfully accepted, and by seven o'clock on the appointed morning there was quite a crowd of representative men from America, Europe, Africa, Asia, and Australia. Nobody expected that the company was going to do anything more than give him a free passage over their railroads by special train, so as to let him see as much as possible of the "Keystone State," as Pensylvania is called, in the shortest possible time. To the surprise of every one, however, the company had arranged differently, and all that we had to do was to hand ourselves and our baggage over to the tender mercies of "the Road," represented by Mr. Cassatt and Mr. Felton (two of the vice presidents). Mr. Thomson (the general manager), Mr. Gardiner (the general superintendent), and Mr. Wilson (the engineer for bridges and buildings), accompanied the party, and unconsciously to themselves impressed the guests with the conviction that the company has had the good fortune to secure the ability of splendid men, as well as the service of first-class material. The party consisted of about 180 men. The baggage-master relieved them of all distraction on the score of their belongings, and the hotel and kitchen cars, "operated" by a detachment of Africans, were more than equal to every gastronomic emergency. A luncheon more than a match for even the most fastidious appetite was served each day about 1 o'clock, while the train was in motion, and as if that were not sufficient, refreshments in the shape of choice wines, &c., dessert, and ices were on the table of the hotel-car at all other hours. A timetable, giving information about the route, was printed and distributed each morning, as also a complete list of the names, designations, and numbers of all the party. It may appear strange that each of the guests should be numbered, but the arrangement was a happy one, and whenever the railways of New South Wales are long enough to enable the Government to give a six days' trip to a company of eminent Americans, they cannot do better than follow the same arrangement. Thus, for instance, the card handed to me was "17," and the same number was affixed to my portmanteau. On arriving at the hotel in the evening, the presentation of "17" facilitated quick reference by the bookkeeper to his register, who had simply to hand me the key of the room which had been reserved, and the same with all the rest. The number on the luggage similarly identified each man's effects, which were delivered to his door without a minute's unnecessary delay or any inquiry on his part. This prevented any confusion, and a crowd of 180 persons arriving simultaneously melted away in a very short time. A sumptuous dinner was got ready soon after the arrival of the party each evening, and none of the company was suffered to bear a farthing of the cost of his entertainment. I have not heard a syllable as to the cost of the excursion, but looking at the regal style in which everything was done, I do not suppose it can have been much less than £4000. The distance run was about eleven or twelve hundred miles, and upon roads owned or controlled by the company, with the exception of the journey from Erie to Buffalo and Niagara, and the return into Pennsylvania by way of Rochester and Canadaigna, where the roads traversed belonged to the Lake Shore and Michigan Southern and the New York Central companies.

I believe the Pennsylvania railroad is admitted to be one of the best built, most thoroughly equipped, and efficient lines in the world. The undertakings of the American people are in some respects as colossal in their magnitude as that of the country, and there is reason to apprehend that some of the gigantic monopolies which have come to pass will in the future be productive of much evil. The Pennsylvania Company is one of the most powerful co-operations in the United States, but its reputation is untarnished by land frauds and log-rolling. Its enormous power has been wielded with great practical wisdom and for the accomplishment of legitimate enterprises. It has been of inestimate value to Pennsylvania, and indeed to the United States generally. It is drawing much of the Western trade to Philadelphia, and is giving a grand and sustained impetus to the commerce of this city. The head-quarters of the road are in Philadelphia, and it has other termini at New York and Washington. Its western termini are at Chicago on Lake Michigan, St. Louis on the Mississippi, Louisville on the Ohio, and it has branches to Cleveland and Toledo on Lake Erie. They employ about twenty-five thousand men, and they run a thousand locomotives, and more than 20,000 "cars." They make all their own rolling stock; their roads are ballasted two feet deep with stone, all their bridges are built with stone and iron, and their double track between New York and Pittsburg (444 miles) is laid with steel rails, secured to heavy oak sleepers, averaging 2600 to the mile of single track. Near the principal cities, New York, Philadelphia, and Pittsburg, four tracks are laid for the better accommodation of the goods and larger suburban passage traffic.

I presume that all the single lines of railway in New South Wales are worked by means of the electric telegraph, for it is difficult to conceive how the traffic could be maintained without great risk on any other plan; but to what extent the telegraph is used in working the lines between Sydney and Parramatta, or whether it be used at all, I cannot say. Under any circumstances it may be interesting to mention the method adopted by the Pennsylvania and the best companies in America, for it has secured greater safety than on English or Australian lines has been obtained. The system used here is that known as the "Block System." The road is divided into sections, called blocks, and there is a telegraph operator at each place, and under his control the signals are worked. When a train enters a section information of it is telegraphed to the operators on the adjoining blocks, and the danger signal is thrown out where it remains until the train has passed through to the next section, information of which is telegraphed back. Each operator has also to telegraph to the train runner stationed in the office at New York, where the progress of each train is charted. The train runner is thus at all times kept fully informed of the position of every train upon the road, and he is able to remedy any complication which may arise. When the persons in charge of a train arrive at the entrance to a section they are informed by the signals whether to stop, run with caution, or run to time.

The system of telegraphing supplies a check upon the vigilance of the operator, and any neglect on his part would be at once detected. On Decoration Day, the 31st of May, nearly 450 trains were run between Philadelphia and New York, and that would involve the dispatch of several thousand telegrams. Very few of the multitudes who travelled over the line on that day reflected upon the forethought and unwearying vigilance exerted to secure their safety; and with modern appliances all apprehension of danger is fast disappearing. Before I left Sydney, I was under the impression that American railways were recklessly managed as compared with those of other countries, and if there are any in Australia who share that delusion it may interest them to know that of the 6,089,103 passengers who travelled over the Pennsylvania Company's line in 1874, between Philadelphia and Pittsburg, only one was killed, and his death was in no sense attributable to the negligence of the company. The superintendent of the road between Jersey city and New Brunswick informed me that the company had carried upwards of 100,000,000 passengers since 1833, when it started, until 1876, and of the passengers who were inside the cars, only one life was lost. The companies do not hold themselves responsible for casualties occurring to passengers riding on the platforms; indeed, they expressly prohibit passengers from standing on the platforms, but the prohibition is in practice only held to mean that the passenger who selects that position thereby assumes the responsibility of his own safety.

In several places I noticed shallow water-tanks laid for long distances between the track, from which the fast trains suck up all the water they require. The pipe from the boiler is provided with a nozzle and the speed of the train supplies the suction needed to raise the water. A week or two ago the company ran a train from New York to Pittsburg without stopping to take water. When Sydney and Melbourne have the advantage of a fast mail, it may be thought worth while to lay down a few troughs to economise time by avoiding stoppages otherwise necessary. Another device which seized my attention was an arrangement for putting mailbags on board a train without stopping it. A post is placed in the ground near the track from the top of which a beam is projected at right angles. From the end of this arm the mailbag, tied tightly round the middle, is hung, and as the train approaches an iron arm thrown out from the mail car seizes the bag and draws it through the window. The contrivance is only applicable in the case of settlements where a single bag is sufficient for the carriage of postal matter. The mail trains travel at the rate of forty miles an hour; but owing to the parsimony or vacillation of the United States Legislature, there is little inducement to the railway companies to keep up rapid mail communication, and the daily fast mail trains of the Pennsylvania and New York Central to the west have just been discontinued, from the failure of the Legislature to make the necessary appropriations for their cost.

The railroads of America generally follow the course of the rivers, and persons who travel in the States of Pennsylvania and New York, and probably in other parts of the Union cannot but be struck with this fact. Railway trains are to be seen puffing up and down the tracks on each bank of every river I have seen, and the bridges which have been built across the Missouri, Mississippi, Ohio, Schuylkill, Susquehanna, and other water-course are very numerous, and most of them are very substantial. The piers of those I have noticed are all built of masonry, and where wood was used for the superstructure it was nearly always roofed over to protect the flow and trusses from the weather. I believe engineers there are divided in opinion as to whether it is cheaper and better to cover the bridges over with timber or to paint them. Timber bridges in America would, I suppose, be much less durable than timber bridges in Australia, where we have a dryer climate and harder wood. American timber is also much more inflammable, and I have been surprised to hear of so many bridges being burnt. The excursionists left the carriages when the train stopped at a few of the bridges. They were very lofty and very long. I am sorry I cannot tell you more about them, but then I may console myself with the reflection that what your engineers don't know or cannot learn about bridges is not worth finding out. At Altoona, the party spent some hours in an inspection of the "car" shops and locomotive factories which the company have established there for the eastern section of their lines. Between 2000 and 3000 workmen are employed in these works, which are very extensive, and are fitted up with all the best machinery for working wood and iron into the many forms required for railway purposes. The hotel at which the party strayed was large and well kept, and, like everything else in Altoona, was owned or controlled by the company. Altoona, being on one of the great lines of travel, and conveniently situated as a place of call, it appears to be worth the while of the company to make special arrangements for the comfort of their passengers. An Australian's idea of roadside refreshments is often limited to hot coffee, with time enough to pay for it, but not to drink it. I saw several long trains draw up to the station and large crowds of passengers leisurely enter the spacious dining-hall, and every one was served promptly and without confusion. In front of the hotel was a long line of basins kept almost full by the perpetual flow of fresh water, so that nearly a trainful of people could simultaneously refresh themselves with a wash if they felt inclined. I suppose I ought to apologise for mentioning so trifling and commonplace a subject, and in deference to that feeling I will simply ask you to let the statement stand as an illustration of the fact that the comfort to the public is much more studied in America than it is with us. In a hot climate nothing is more grateful to a traveller than a plentiful supply of water either to drink or to wash in; and the Pennsylvania Railroad Company does not seem to think there is any reason why their customers should eat their food with dirty hands at a railway station any more than they should do so at home.

As this letter is quite as long as I can expect anybody to read, I will reserve some remarks about the oil regions and lumber trade for another opportunity.

N. S. W.

THE WRECK OF THE DANDENONG.

OFFICIAL INQUIRY.

(*From the Argus, September 26.*)

A MEETING of the members of the Steam Navigation Board took place at the Custom-house yesterday, for the purpose of holding an inquiry into the cause of the loss of the steamship Dandenong on the 11th instant, off Jervis Bay. The members of the board present were Captain Payne (in the chair), Captains Fullarton and Devlin, and Messrs. Sutherland and Stephens. Captain W. Howard Smith, the owner, was also present.

The following evidence was taken:—

Captain W. Howard Smith said: I was seven-eighths owner of the Dandenong; my brother owned the remainder; she was built at Jarrow-on-Tyne in 1867; I cannot give you her dimensions now, but I will have them furnished to you; I think she was about 201 feet long, 2[illegible] feet beam, and about 15 feet 6 inches deep; her engine room was aft; she was divided into five compartments; the centre one was completely watertight, and has been used since she has been in the colony for carrying water ballast; the other compartments were also watertight; she left Melbourne about 2 p.m. on Friday, 8th instant, laden with a general cargo, for Sydney and Newcastle; she also had a number of passengers, and a crew of twenty-nine all told; the vessel had undergone the usual survey, and received her certificate; she was furnished with five boats, and had been surveyed on the trip before the last one; she was in dock three trips ago, and was cleaned and painted, but I am not sure whether the screw shaft was changed on that occasion; I believe it was; there was a spare shaft on board; to the best of my knowledge, when the Dandenong left she was well found in every requisite.

James Lawson said: I was chief officer of the Dandenong; about half-past 2 o'clock on the 8th September, we left the wharf, and we cleared the Heads about 8 o'clock the same night; we passed Wilson's Promontory at 8 a.m. on Saturday; the wind had been unsteady, with a light drizzling rain; about 5 o'clock the same afternoon the wind suddenly shifted into the eastward, and by 10 p.m. had increased to a strong easterly gale; I had the forenoon watch on Saturday, and also the first dog-watch, and then went on duty again at 8 p.m., and had the morning watch on Sunday; when the wind shifted into the eastward the steamer was going about 8 knots through the water; during the dog-watch when I was on deck, we had no sails set but when I went on duty again at 8 p.m. I found that the wind was increasing, and that the three trysails had been set; I am not certain whether the fore staysail was set or not; the course we were steering was N.E. by N. ½ N. by compass; I cannot say what was the magnetic course, as I had no deviation card; we continued on that course throughout my watch, and still made about seven and a-half or eight knots; the vessel was labouring very heavily, and there was a nasty sea running; the wind was not steady, as it would draw round to the S.E. and then fly back into the east again; at midnight I was relieved by Mr. M'Ewan, the second officer, and gave him the course; Captain Irwin was then on deck, and as he went to lie down he left word with me to call him at midnight; at 4 a.m., when I again relieved the deck, I saw Captain Irwin, who told me that he had seen the land about 2 a.m., and supposed it to be Cape Everard. He had hauled her off the land ever since, and had been steering E.N.E. by compass; the wind was still easterly, and blowing very hard, with a heavy sea running, and the ship labouring heavily; the mizzen trysail had been taken off her, and according to the patent log she was averaging seven knots; at 6 o'clock that morning Captain Irwin thought she was round Cape Howe, and kept her away a point and a half; the weather remained the same until I left the deck at 8 a.m.; we saw no land except that sighted by Captain Irwin; during that day the same weather continued, but the sea was washing very freely over her, so that many of the sheep we had on board were drowned; we had 170 sheep on board when we left Melbourne, and on that morning we had to throw sixty or seventy overboard, as they were dead; the gale continued to rage, but the wind had gone into the south-east, the steamer still remaining under the fore and main trysails; at noon, when I went on deck again, we were steering N.E. by N. by compass; the vessel was not making bad weather, considering the wind and sea; I had only joined her two days before we left, so that I had had no previous experience of her weatherly qualities. I thought she was behaving very well. I have been ten years on the coast, but I never saw such a gale before; at 4 p.m. we were steering N.E., ½ E., by compass, but the weather continued so thick and dirty that it was impossible to see more than a mile ahead. This continued till the accident occurred, which was about 1 a.m. on Monday; I was then on duty on the bridge, and Mr. Dykes, the second engineer, who was in the engine-room, reported that the engines had broken down; I first heard of the accident from one of the men, and at once gave orders to call the captain; I remained on the bridge, but as I found the ship would not "pay off," I went down to see what was the matter, as it was impossible for the man to hear me, as the noise from the wind and sea was so great; as I got down off the bridge, I met the captain, who told me the engines had broken down; he said, "Get the square sails on her, and get her before the wind;" all hands were called at once, and the foresail and foretopsail set together with the forestaysail; while I was doing this, Captain Irwin went down below to ascertain what damage had been done, and when he came on deck again he told me that the screw shaft had broken in the stern-pipe; when he told me that, I understood that he and some others had been trying to stop the leak, and that the chief engineer had been trying to disconnect the engines from the shaft; after the square sails were set we "turned to" and got all the boats ready; I went round and inspected every boat myself, and saw that everything requisite was in them—masts, oars, and sails, were there, and I also had life-buoys put in, so that everything was in readiness for leaving the steamer at a moment's notice; we had five boats; there were two on the bridge, one on each side, two quarter boats in the davits, and a large "rouse-a-bout" boat, used for general work, that was stowed in the forehatch; the boat on the port side of the bridge was a lifeboat; she was fitted with air tubes, boxed in; when I went round to see that the boats were ready for use, I also took care that I had a good boat rope carried from the bow aft on the port side, so as to be ready to steady her when she was lowered; I did not pass a starboard boat rope aft, as we did not anticipate getting the boats out on that side until the last; while I had been looking after the boats the wind had shifted into the south, and the Dandenong was then running with the wind a little on her port quarter; provisions were in readiness in the cabin to put in the boats if necessary, but it was no use putting them in as the spray was flying over the after part of the ship and into the boats, so that any provision would have been destroyed; I may say here that at this time the steamer's stern had settled down considerably, and the seas were rolling over her very freely; some of the water had found its way below, and Captain Irwin gave orders to throw some of the after cargo overboard to lighten her if possible; we took off the hatches, and managed to get some of the cargo out of her aft, but while we were doing this some water got down below by means of the hatches; the cargo in the afterhold consisted principally of iron pipes, casks of colonial wine, bags of rice and onions; we took the heaviest portion of the cargo to throw overboard, and I should think we got rid of about 20 tons; I could not say what was the draught of the steamer when she left the wharf, as I had joined her so recently, but I should say she was about a foot by the stern; I should think it was about 8 o'clock on Monday morning when we commenced to throw the cargo overboard. I did not go down in the hold to inquire about the leak, as I was continually busy looking after the work on deck; about half an hour after the accident first occurred, Captain Irwin told me that the fires were out in the engine-room; it would then be about half-past 1 a.m., and from that time until daylight set in, about half-past 6 o'clock, we were all busily occupied in setting sails, trying to get the leak stopped, and in throwing the sheep overboard, and so getting the after-deck cleared; I should say that directly after the accident occurred the donkey-pump was set to work, steam having been got up in the donkey boiler forward; this boiler was used to provide steam for the winches for discharging cargo in harbour, and could also be utilised for working the donkey pump in the engine-room; the donkey pump was kept hard at work until the water reached such a height in the engine-room that the water overflowed it, and consequently it became choked. When daylight set in the passengers were informed of the accident that had occurred to the machinery, and the men were asked to assist; they at once volunteered their services, and were set to work to bale out the after compartment with buckets; they worked well, and did all in their power; we continued this work of baling and pumping until we sighted the barque, which was about 3 p.m.; I could not see that we had done much towards lightening her, but at the same time I have no doubt that we helped to keep her afloat; I should have said that we had placed a hand-pump down the next compartment, and this was kept continually going; water was occasionally let in by means of the sluice from the after compartment, and it was then pumped out; notwithstanding all our efforts the water was gaining on us, and at three o'clock, when the barque was first seen, the water was level with the deck aft; of course, as she was so much by the stern, she was not steering well, but still she was under command; the wind was now about S.S.W., and as we had hauled up towards the land we were only making about a N.W. by N. course; the yards were "canted" forward about two points, and we found that if she had been hauled up any more she would not have made any headway, but would have "set" bodily to leeward; I should imagine she was making about four knots at this time; she had been going faster during the morning, but as she settled down in the water she did not forge ahead so fast; the gale was, if possible increasing in strength; no land was seen, nor was it possible to see any distance, so thick and dirty was the weather; about 3 o'clock I saw a sail about three points on the port or weather bow, about five or six miles off, and it proved to be the barque Albert William; she was steering along the coast, and I afterwards learned that she was steering N. half E.; as soon as we sighted her we hoisted signals of distress, but it was a very long time before she made them out; it must have been fully three-quarters of an hour from the time we saw the barque until she hove to; she had crossed our bows a good bit before she made out our signals and hove to; as soon as we saw her haul the foresail up and throw her main topsail to the mast, we kept away and ran down towards her, making signals that we were sinking; as we neared her, we hauled up our foresail and rolled our foretopsail nearly down and hove to to windward about a quarter of a mile distant, with our head to the eastward; I am not quite sure as to the canvas the barque was under, but I think she had her lower foretopsail, upper and lower maintopsail, and forestaysail set; I cannot say whether the barque wore round, as I was so busy on deck, but I am quite sure that she never came so close as to be able to throw a line on board of us, as has been stated; I should think she was never nearer us than 40 yards; when our first boat was lowered the barque was on our lee beam; I have already said that I had seen all the boats properly prepared for lowering; when the barque hove to, the first boat we lowered was the lifeboat on the port side of the bridge; she was at the time swung inboard in the davits, and resting in chocks; she was cast loose, but in swinging her out a heavy sea rolled on board, and before we could possibly steady her she was thrown against an iron pin in the rail, and a hole stove in her port quarter; before attempting to get her out I had seen that a boat rope was passed from forward, so as to steady her as soon as she was swung outside; before that was done I was trying to steady her by five or six men hanging on to her; the ship was rolling so heavily, however, that it was almost a matter of impossibility to keep her steady; it was at this time that the boat was stove in; when she was swung out we were obliged to lower her down without doing anything to stop the hole made in her; we could not do anything because the damaged place was outside, and we could not reach it; we were compelled to lower her down as quickly as possible, as the ship was rolling so heavily that while she was hanging in the davit I was afraid she would be capsized or smashed against the side; as soon as she touched the water and the tackles were unhooked we slacked her away to the gangway; I then took charge of her and she was manned by three seamen and a volunteer named Charles Page; the man in the bow tried to keep the boat off clear of the ship's side by means of an oar, but he broke two short off in doing so; we managed to get thirteen passengers passed into the boat, viz., four women, one man, and eight children; that was as many as I thought she would safely carry, and I then pushed off from the ship; after getting away from the ship's side we shipped one or two seas, and then we found that the part that had been damaged in lowering was letting in the water; we could not get at the leak as it was behind the air boxes, but it necessitated two of our number baling continually; the water increased on us to such an extent that when we got alongside the barque our passengers were sitting up to their waists in water; I went round to the lee side of the barque, and a line was thrown to us from the forecastle; our bowman got hold of it, and had taken a turn with it, but owing to its being rather short, and the jump of a sea on at the time—the barque also rolling heavily—a sea struck her on the quarter, and drove her bow against the side of the barque; she gave a heavy roll just then, and her "covering-board" took us on the gunwale about the bluff of the bow, and opened the boat right up; the blow tore the planks right away from the stem; I did not take the boat alongside stem on; I was steering with an oar, but she was so deep in the water that I had but little power over her, and there was no possibility of backing her off; when the line was first taken by the man in the bow of the boat, he got it round her thwart, and this drew her bow on to the ship's side and caused her to strike; when she split up forward, the bowman let go the line, and the barque forging ahead with the little way she had on, we drifted astern; but another line was thrown to us, which we secured and made fast to the foremost thwart; by the time this was done a heavy sea struck her under the quarter, and sent her forging ahead; the drawback of the water under the quarter was, however, so great that the thwart was pulled right out of the boat, and she split in two and became smashed up; all this only took about two minutes; out of the whole number in the boat only myself, two seamen, and a little girl were saved; the names of the seamen were Charles Christie and John Bruhn; the little girl's name was Agnes Wakefield; we were the only four saved out of the seventeen that were in the boat; when I got on board the barque I looked after the little girl, and took her down in the cabin; when I came on deck again the second boat was alongside; when I went alongside with my boat plenty of lines were thrown from the barque, and I told the men to fasten them on to the passengers, so as to haul them on board, but before this could be done the thwart was pulled out of the boat; I caught hold of a rope and scrambled on board; the little girl was saved because one of the men had fastened a line round her, and she was pulled on board; there was not the slightest possibility of saving those who were in the water, as the seas engulphed them at once; Mr. Wakefield was one of the passengers in my boat, and got hold of a rope, but he was drowned before he could be pulled out of the water; a seaman in the bow of the boat also had hold of a line, but the barque gave a heavy lee roll at the time, and his head was smashed against the ship's side; I cannot say who made the little girl fast; it may have been the man who was killed, or one of the others; I did not make any application to Captain Walker of the barque for assistance by lending his boats; it took him and his crew all their time to look after their own vessel; she was rolling gunwale under at the time; when I left the Dandenong all the other boats were perfectly fit to be used; the second boat that reached the barque was the port quarter boat, and she had just left to go back when I got on deck again; directly I went up out of the cabin I met Captain M'Dougall (one of the Dandenong's passengers), who told me that he had brought his boat alongside all right, and that she had gone back again; I afterwards saw some of the passengers who had come on board in Captain M'Dougall's boat.

To Captain Fullarton: I took my boat across the barque's bow, and dropped down alongside of her; it would have been impossible to have pulled her up against the wind and sea.

To the Chairman: The boatswain took charge of the second boat when she returned to the steamer; in about an hour's time she returned with a lot of passengers; I believe most of them got on board the barque safely, but when I mustered the passengers I heard that some of them were drowned; I did not see the boat come alongside, as at that time I was engaged in steadying the barque's fore braces in order to prevent the yards swinging about; I believe the boat got alongside all right, but was stove in afterwards; I cannot say how this was done; the passengers and crew were got out, and then the boat went adrift; I cannot say how she got adrift; I was told that her bows were stove in, but I do not know it of my own knowledge; before the second boat went adrift the starboard quarter boat came alongside in charge of Mr. M'Ewan, the second officer; both boats were alongside at the same time; this boat was also sunk alongside, but some of those in her got hold of the ropes thrown to them and were pulled on board; the crew were saved, but some of the passengers were drowned; I cannot say how this boat was sunk; by this time it was dark, and no more boats came alongside that night: the boats left on board the Dandenong were the starboard bridge boat and the boat on the fore hatch; the bridge boat was one of the best in the ship, while the boat on the fore hatch was a good one; the two boats were quite sufficient to hold all that were left on board; no communication passed between the two ships relative to sending more boats back to the steamer; the captain of the barque gave orders that plenty of lines should be in readiness to throw to the passengers in the boats as they came alongside; I was doing all I could to get the passengers out of the boats, but I did not take the general direction of the work; Captain Walker did that, but of course he had to look after his own vessel at the same time, and see that the steamer did not drift down on her; the last two boats were alongside at the same time; he did not object to the third boat coming alongside before the second one was out of the way; I must say that everything was done to save life; I am not aware of any message coming from the steamer by the last boat; as the sun went down the wind and sea increased in violence, and as it was now dark no further attempt was made to communicate with the steamer; the barque remained hove-to on the same tack all night, and up to the time of losing sight of the steamer's lights she was never more than half a mile distant; we saw her lights until half-past 8 o'clock, at which time she was on the barque's weather beam; about a quarter-past 8 o'clock a heavy squall of rain and sleet passed over the barque, and I then went below, and it was during that squall that the lights disappeared; when I came on deck, about 9 o'clock, there was no sign of the steamer; Captain Walker was blowing a whistle, and showing a lantern over the side, in case any boat should have been lowered from the steamer; the barque remained hove-to all night, and at break of day a man was sent aloft to look for the steamer, but not a trace of her could be seen; we kept in the same spot until 8 o'clock, and, as it was then broad daylight, we squared the yards and kept away for Newcastle; when I left the steamer the water ballast tank was not started; I believe there was a discussion between the captain and first and second engineers as to whether it would be safe to pump it out; I did not hear what was said by the chief engineer, but I heard the second engineer say that it would be a very risky job to do so; I am quite sure it was not started before I left the ship; I do not know of my own knowledge what attempts were made to stop the leak, as I was looking after the work on deck, but I saw a quantity of bedding and blankets being taken from the cabin into the engine-room, and was told that it was wanted to stop the leak; Captain Irwin told me that the shaft had broken in the stern-pipe, and was causing the leak; there was no confusion at all either among the passengers or crew, everybody did their best; I cannot say for certain how far we were off the land, but I should say about 20 miles, and that was the reason we had hauled in to the westward; there were four seamen left on board besides the firemen; the only officer on board besides the captain was the chief engineer; the captain asked me to take charge of the first boat, when it was lowered, and I did so; one man was called to go in the boat but the others volunteered to do so; there was no rushing on the part of the passengers to get into the boats, but, on the contrary, there was great difficulty in inducing them to go; they seemed to think that they were safer on board the steamer than in the boats; I think more passengers might have been saved if they had had courage enough to get into the boats; I think the danger of the heavy sea deterred them.

To Captain Fullarton: When the engines broke down they were going full speed, and the ship was making about seven or eight knots an hour; if the starboard boat had been lowered after dark and been unable to reach the barque, I do not think she could have weathered the night out; it was bad enough in daylight, and it was then as much as we could do to keep the boats from swamping; the boats of the barque appeared to me to be in good condition, but they were inboard on the skids; after it was dark I said to Captain Walker that I should like to go back on board the steamer, as Captain Irwin was left by himself; he said, "You can have one of my boats if you can get men to volunteer for a crew, but I would not advise any man to go;" as it was quite dark, and it would have taken half-an-hour to get the boat out, I thought it would be sheer madness to go, and did not therefore call for volunteers; Captain Walker did not offer his boats before it became dark.

John M'Dougall, a master mariner, said: I was a passenger on board the Dandenong on her last voyage; I have heard the evidence of Mr. Lawson, and so far as I know of the proceedings on board up to the time of the accident, I corroborate all he has said; I first knew of the accident about 20 minutes past 1 on Monday morning; at that time I was asleep in the officers' quarters aft, just above the shaft; I felt a break in the machinery, and the engines stopped directly; I got up at once, as did also the second officer; the second engineer came down at this time to call the chief engineer, and he then lifted a small hatch in the deck, and went below to see if he could get to the shaft where the break had taken place; I heard the water rushing in below; the second engineer could not get at the leak, and he came up again; he then went down in the engine-room, and bedding and blankets were taken down there with a view of stopping the flow of water; I saw that the water was increasing below, and directly afterwards the second officer got an axe and cut a hole in the deck further aft so as to try and get to the stern pipe and stop the leak; he was unable to do so, however, and I then went on deck, and on to the bridge, where I remained nearly all the time until the boats were got out; I went off the bridge to take my turn at the pumps, but I was on the bridge most of the time; what Mr. Lawson has said about setting the sails and clearing away the boats is quite correct; I went away in the second boat—the port quarter-boat—with the second engineer, the boatswain, and two seamen; I volunteered to take charge of the boats; there was no difficulty in lowering her down with two men in her; the boatswain and second engineer got into her after she was in the water; there was not so much difficulty in keeping her clear of the side of the steamer as in keeping her clear of the barque after we got alongside; the steamer was labouring very heavily at the time, with the sea washing over her aft, but we managed to get seven women, one man and a little girl into the boat, and then pushed off; on the way to the barque I found there was a nasty break on the sea; it was not a long swell, but a short choppy sea, as if it had been caused by a strong current meeting the wind; when I got alongside the barque I had to exercise great care in getting the passengers on board; the man in the bow had hold of the line to steady her, and the second man was keeping her off with an oar; the same was done aft, while a man in the middle of the boat made the passengers fast in a bowline, and they were hauled on board; when all the passengers were out I went on board the barque; I did not go back to the steamer again because I considered the boatswain could manage the boat, and I knew the second mate was on board the steamer; in addition to that I knew there was great danger, and I thought of my wife and family; the boat went back to the steamer and returned to the barque with another load of passengers, and before she had discharged, the starboard quarter boat, in charge of Mr. M'Ewan, also came alongside; after I left the steamer she wore round so as to lower this boat, but notwithstanding that, my boat went back and again returned to the barque before Mr. M'Ewan's boat came alongside; I should say the distance between the two vessels at that time was not more than 200 or 300 yards; the second boat had returned, and had nearly discharged all her passengers when Mr. M'Ewan's boat came alongside; I think there were two passengers left in her, but they fell between the boat and the ship's side and were drowned; I saw one of the passengers in Mr. M'Ewan's boat jump into the other boat as she came alongside; I did not consider it safe for the two boats to be alongside together, and called out to the third boat to wait a bit until the other was clear; she, however, came stem on, and was capsized; the second boat was swamped alongside, but I do not think the third boat caused that; when the second boat was swamped, she drifted away astern, but she did not foul Mr. M'Ewan's boat, as she was astern of the latter; Mr. M'Ewan's boat was capsized as soon as she got alongside; this was caused by the passengers jumping upon her gunwale, which caused her to heel over; a sea lifted her at the same time, and she struck the covering board of the barque, and capsized; she then floated away astern, and got partly underneath the boatswain's boat; every effort was made by those on board the barque to save the lives of those who were capsized out of the boat; there were plenty of ropes thrown to them, and there was a life buoy floating astern; there was also the thwart of the first boat floating astern, fastened by a rope; out of all those who were in the boat I only saw one come to the surface again; he was saved; he had on an inflated jacket; it has been said that he was half an-hour in the water, but he was really not more than half-a-minute in the water; the boats of the Dandenong were fully equipped for any emergency; I did not suggest to Captain Walker that he should send his boats to the steamer; about an hour elapsed before the second boat returned to the barque, and during that time we wore round three times in order to keep close to the steamer; it would not have been safe on such a night to have attempted to carry passengers after dark.

To Captain W. H. Smith: The man who had an inflated dress on was nearly insensible when he was dragged on board, although he had only been about half a minute in the water; he could not stand, and did not know whether he was on his head or his heels.

Captain Fullarton: Would patent mattresses or life buoys have been of any use in such a sea?

Witness: Not a bit; I would sooner stop on board than trust myself to them.

The Board then adjourned until the following morning.

A GLOOMY COLONY.—The *Fremantle Herald* draws a most deplorable picture of affairs in Western Australia. It says:—The condition of the colony is such as to occasion serious misgivings as to its immediate, if not to its more distant, future. Shells are gone, sandalwood has seen its best days, and there has been a great fall in the still more important article of wool. This, according to the calculations of Mr. Steere, may be expected to make a difference to the colony next year of a hundred thousand sterling. It is more likely it will make a difference of half as much again. This will be nearly half our annual income. Of course imports will fall in proportion. Merchants only order goods as against consignments of produce to their agents, and are all the more strict in adhering to this rule when prices are falling. This in turn will bring down the revenue, which, as the Customs duties are exceedingly high, will suffer very heavily. In the meanwhile the statesman who accidentally fills the post of Minister of Finance, and who last year failed to estimate his expenditure by a fifth, has calculated on a large increase of revenue from a small speculative tax, which was not worth taking into account, and has involved the country in a standing expenditure which he cannot cut down. To make things worse, there is every prospect of an almost complete failure of the crops in consequence of the dry winter. If the farmers get enough corn from their own consumption it is more than is expected. Stocks on hand there are none. We have been importing corn for two months past, even for some of the best agricultural districts. Thus we shall probably be dependent for the remainder of this and the whole of next year on imported breadstuffs. There is no doubt money in the country for the purpose, but it will cause a great drain of specie, and will be a heavy blow both to producers and consumers. If there should be a short crop in South Australia, as it is at present feared will be the case, it will be a heavier blow still. It will teach the consumers that it is not well to cripple the home farmer and be wholly dependent in an unfavourable season on foreign sources of supply, but it will be one of those lessons that cause suffering while they instruct.

A DREADFUL FIRE.—The stables connected with Stanbrook's Rokewood Hotel, Rokewood, Victoria, were burnt to the ground on the 21st instant. The loss must have been about £300, and the property was only insured for about a quarter of that amount. Four horses were burned, and two dogs, buggy, harness, &c. No cause can be assigned for the fire. The *Ballarat Courier* says that a man was refused a bed at 12 o'clock on the night previous to the fire. He was intoxicated, and as he has not been seen in the neighbourhood since, it is feared he slept in the stables, and is now amongst the ruins.

THE MAGAZINES FOR THE MONTH.

THE July magazines received by the last mail contain a more than usual variety of interesting matter, notably a number of papers on the present situation of political affairs in Europe, and several thoughtful articles on matters connected with religious thought.

The *Contemporary Review* commences with a review, by Mr. James Spedding, of Lord Macaulay's essay on Lord Bacon, in which the opinions of the great historian are somewhat rudely called in question, and the character of the philosopher and statesman is vindicated. An article on Turkey, by Arthur Arnold, discusses the present political condition of "the Sick Man," and gives an elaborate analysis of the Mahomedan religion, and the character of its devotees. "Christian Evidences" form the subject of the next paper, which contains very little that has not been said before, and said with greater force. A paper entitled "Songs for Singing" gives many useful hints that ballad-mongers would do well to bear in mind. Then follows the conclusion of A. M. Fairburn's article on "David F. Strauss," in which the character of the great apostle of free-thought is carefully dissected. The hon. W. E. Gladstone continues his notes on "Homerology" in a paper remarkable for its philological research, and showing that the eminent politician has lost none of his relish for the minuter beauties of the divine bard, to whose works he has devoted so much time and attention. A somewhat heavy article on "The restitution of all things; the teaching of Scripture and the Church," comes next; followed by a paper by Mr. M. E. Grant Duff, on the "Policy of Europe," in which the author feels the pulse of Europe, and diagnoses a number of local maladies, arising chiefly from the abnormal condition of the Eastern Peninsula. He deprecates the use of violent remedies, and affirms that a judicious use of sedatives will restore a healthy state of things.

The *Cornhill Magazine* opens with a further instalment of "Carita," a tale which promises to be very interesting. The next paper, on "Horace's Art of Conduct," shows the graver side of the Latin poet's character. Among other articles that make up the present number "A Lady's Visit to the Herzegovinian Insurgents" will be read with some interest, as it contains some very picturesque descriptions of the scene of the present insurrection, and gives a lively and apparently faithful account of the habits and disposition of the inhabitants of that unhappy region. There is a readable sketch entitled "The Rev. James Cameron's visit to London," and the number closes with a poem called "Mervaunce," by William Allingham, which is not devoid of merit, and although in some degree after the style of Tennyson, yet contains some original thoughts.

Blackwood commences with a continuation of the novel "A Woman-hater," in which the characters are strongly drawn and the situations are depicted with much dramatic force. The conversational article entitled "In a Studio," discusses spiritualism among other matters, but without throwing much light upon that mystic subject. "John's Hero," is an amusing sketch, but rather overdrawn. "A Wanderer's letter on Napoleon and Leipsig" is readable, and contains some vivid descriptions. A well written article on "The Eastern Question" gives a good deal of information respecting the existing state of things, tracing the history of the embroglio from the period antecedent to the Crimean war to the present date. "The Autobiography of a Joint-Stock Company" is an admirable *exposé* of the unscrupulous manner in which the unsuspecting public are swindled by promoters of bubble-companies. A perusal of this article is calculated to awaken uneasy thoughts in the minds of many who burnt their fingers in the mining mania here a few years ago. Among the padding articles in this number of "Old Ebony" is a sketchy paper, headed "Lady Adelaide, a study," which might have been omitted with advantage.

Fraser's Magazine is fully up to the standard this month, and contains much solid sterling reading matter. The first article touches the inevitable Eastern question. It is entitled "Austria and Turkey," and deals with these countries from an historical and political point of view, criticising the existing state of things in a calm and argumentative style. The next paper contains an outline of the fable of Wagner's "Niebelungen Triology," a wonderful mythical legend, such as could only have occurred to the mind of a German. This idyll, it appears, has been set to music by the eccentric composer, and is to be produced at the forthcoming musical festival at Bayreuth. Mr. A. H. A. Hamilton contributes a thoughtful and logical paper on "The New Education Bill," in which he analyses and discusses the state of educational matters in England, showing the effect that has already been produced by the new legislation. His remarks on the question of compulsion are worthy of attention in this colony. Another matter in which Sydney can claim a kindred interest is dealt with in the following article, entitled, "The Future Sources of the Illumination and Water Supply of London." It is worthy of notice that the author does not think any new and extensive scheme is required for either of these purposes, but rather a fuller and more complete development of the agencies at present employed. The next article is one of especial interest to Presbyterians; it is called, "At the General Assembly," and not only describes the proceedings of that august body, but also discusses and criticises their conclusions. It would appear from this article that the introduction of organs into Presbyterian churches is growing into favour, and that the custom of standing up to sing, and kneeling down to pray is not now regarded with so much disfavour as formerly. Appropriately following this article is an account of a "Scottish Kirk Sessions Book, of 1691," which gives a curious insight into the mode in which Church discipline was exercised in the good old days of two hundred years ago. The Eastern question turns up again in a paper called "The Koran v. Turkish Reform," in which the writer traces most of the prevalent evils in the State of Turkey to the national religion. A good deal of useful commercial information is contained in an essay on "Stock-broking and the Stock-Exchange." Among the remaining papers is an erudite article on "Etruscan translations," by F. W. Newman; a letter by Mr. Ruskin, on "Modern Warfare;" and a graphic sketch entitled "The Autobiography of a Vegetarian."

Good Words contains some entertaining matter. Fiction is represented by Miss S. Tytler's "What She Came Through;" and "The Laurel Bush," by the author of "John Halifax," both novels being continued in this number. "Art Clubs" is the title of an article descriptive of the formation and successful working of an institution in Liverpool, the object of which seems to have been to diffuse a love of Art more generally among the people at large. Dean Stanley contributes a thoughtful and suggestive sermon on "The Continuity and Discontinuity of the Church." A paper on "Iceland" contains an interesting description of that strange land, where extremes seem to meet in the shape of icebergs and geysers, volcanoes and frozen lakes. The next article takes us to quite another part of the world, being the second instalment of "Lieutenant Cameron's Journey across Africa." Both these papers are illustrated by highly-finished woodcuts. It may not be out of place here to add a word of commendation as regards the illustrations to this magazine generally, showing, as they do, the high perfection to which wood engraving can be carried. Among the remainder of the contents of this number, an article by Octavia Hill ought not to be overlooked, as it contains many valuable hints and suggestions.

Colburn's United Service Magazine commences with a valuable contribution from the pen of Colonel Graham, on "The Progress of the Military Art," referring to the introduction of breech-loading rifles, and the rifling of cannon, whereby so much greater a range has been obtained; to the introduction of military telegraphy; and to the changes and tactics which have become necessary to meet the altered state of things. "Cape Coast to Abomey" gives an interesting account of a part of Africa which is now attracting much attention, and which is but imperfectly known. The "History of the Indian Navy" is continued, and in other articles the history and achievements of certain regiments in the British army are recorded.

HOPELESS IGNORANCE.—Braham, the vocalist, once advised a friend to give his son, a youth of promise, an excellent education, which advice was followed. Meeting his friend, who had not himself academic culture, two or three years afterwards, the singer inquired if the scholar's progress was satisfactory. "Judge for yourself, Mr. Braham; read that letter of his. I have lost all hope in the boy. You know I have spent oceans of money on his education, and yet you will see by his letter that he spells shugar without a *h*."

THE impeachment trial before the Senate of Mr. Belknap, late Secretary of War at Washington, on charges of corruption, terminated on August 1, in his acquittal. Thirty-five members pronounced him guilty, and twenty-five not guilty; consequently there was not the two-thirds majority required to convict him.

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SHIPPING.

ARRIVALS.—SEPTEMBER 28.

Easby (s.), 1000 tons, Captain Kennedy, from New Zealand, via Newcastle. Ford, Adams, and Co., agents.

Syren, brig, 210 tons, Captain Sainty, from the Manakau 4th instant. W. Laidley and Co., agents.

J. L. Griffiths, barque, 182 tons, Captain Murray, from Torquay (V. D. L.), 22nd instant. Passengers—Mrs. M'Clusky and two daughters. H. Clarke, agent.

City of Adelaide (s.), 824 tons, Captain D. Walker, from Melbourne 26th instant. Passengers—Rev. Alexander and Mrs. Fraser, Mr. and Mrs. W. Forster, Masters Forster (2), Miss Forster, Mr. and Mrs. Coombes, Misses Coombes (2), Master Coombes, Mrs. Bond, Mrs. E. Williams, Mrs. Harley, Miss Holt, Miss Mackenzie, Miss Garrett, Captain W. H. Lamond, Messrs. Wagner, W. Lowrie, J. Lowrie, W. Burton, G. T. Somerville, W. Sterling, Fish, P. Fletcher, D. Aplin, Walters, W. C. Borron, J. G.T. Bartlett, W. J. Kirby, J. M'Kilop, A. Rothwick, R. Ryder, F. Weston, C.J. Skinner, R. Crawford, D. Forbes, C. Fisher, J. S. Rosenthuder, J. Cohen, Perry, F. W. Bloore, and 50 in the steerage. A. S. N. Co., agents.

Governor Blackall (s.), 400 tons, Captain Saunders, from Brisbane September 26th. Passengers—Misses Cumming (2), Miss Durham, Messrs. Cadell, H. Hopkins, Macdonald, G. H. Green, Robertson, J. H. Palmer, Abbott, Wheeler, and 7 in the steerage. A. S. N. Co., agents.

The Clarence (s.), 600 tons, Captain Harley, from Grafton 27th instant. Passengers—Mrs. Blair and child, Mrs. Miller and child, Mrs. Campbell, Miss Baker, Messrs. Macdonald, Walker, Macpherson, and Master Campbell, and 7 in the steerage. C. and N. E. Co., agents.

Fiona (s.), 789 tons, Captain Curphey, from the Clarence River 27th instant. C. S. Co., agents.

DEPARTURE.—SEPTEMBER 28.

City of Brisbane (s.), for Brisbane.

PROJECTED DEPARTURES.—SEPTEMBER 29.

Boomerang (s.), for Rockhampton; Easby (s.), for New Zealand and southern ports; Cheviot (s.), for Melbourne; Blackbird (s.), for Cooktown.

CLEARANCES.—SEPTEMBER 28.

Douglas, schooner, 93 tons, Captain Harris, for Melbourne.

Woodlark, brig, 258 tons, Captain Richards, for Wellington.

City of Brisbane (s.), 633 tons, Captain F. C. Knight, for Brisbane. Passengers—Miss Hargreaves, Mrs. M'Master, Messrs. W. Kellett, M'Master, Cashion, Adair, J. Collier, G. B. Watson, and 21 in the steerage.

COASTERS INWARDS.—SEPTEMBER 28.

Alice, from the Hawkesbury, with 800 bushels maize, 2 coops fowls, 6 cases eggs, 5 hides; Advance, from Bermagui, with 3000 feet timber, 800 bags bark, 150 hides, 6 packages bacon, 4 kegs butter, 2 coops fowls; Titania, from Port Macquarie, with 16,100 palings, 3 casks wine, 30 bags maize; Annie Books, from the Manning, with 17,000 feet timber; Woniora (s.), Merkworth (s.), from Bulli, with 600 tons coal; Keira (s.), from Newcastle, with 240 tons coal; Coonanbara (s.), from the Hunter River, with 200 bales wool, 150 bales hay, 162 bags tin ore, 100 hides, 10 bales skins, 60 cases fruit, 20 bundles brooms, 120 sides bacon, 10 cases eggs, 4 coops fowls, 150 sheep, 40 lambs, 10 bales tobacco, 2 horses, 20 bags oysters, and sundries; Kembla (s.), from Newcastle, with 31 bales wool, 5 bundles sheepskins, 350 bags potatoes, 76 bales hay, 6 bags horns, 3 bags horsehair, 20 casks wine, 4 casks tallow, 9 cases eggs, 54 hides, 5 coops poultry, 240 sheep, and sundries.

COASTERS OUTWARDS.—SEPTEMBER 28.

Keira (s.), for Newcastle; Merkworth (s.), Woniora (s.), for Bulli; Annie Books, for Wogonga; Titania, for Port Macquarie; Advance, for Bermagui; Princess Louise, for Richmond River; Alice, for the Hawkesbury.

IMPORTS.—SEPTEMBER 28.

[A special charge is made for consignees' notices in this column.]

City of Adelaide (s.), from Melbourne: 200 bags rice, 50 bags sago, 150 cases castor oil, 200 bars iron, 100 packages machinery, 10 barrels coffee, 2 trunks boots, 100 packages tea, 14 cases sewing machines, 20 cases biscuits, 50 kegs butter, 2 horses, and 600 packages sundries.

Governor Blackall (s.), from Brisbane: 1654 bags tin ore, 181 cakes and 463 ingots copper, 60 bales wool, 9 tons scrap iron, 312 hides, 5 bundles sheepskins, 6 casks tallow, 8 cases fruit, 30 bags oysters, 5 hogsheads rum, and sundries.

Ex Frans: 200 bags sugar—Geo. A. Lloyd and Co.

EXPORTS.—SEPTEMBER 28.

Douglas, for Melbourne: 120 tons guano.

Woodlark, for Wellington: 264 tons coal.

SHIPS' MAILS.

Mails will close at the General Post Office as follows:—

FOR ULLADULLA, CLYDE, &c.—By the Kiama (s.), this day, at 8.15 a.m.

FOR BRISBANE, TOWNSVILLE, AND COOKTOWN.—By the Blackbird (s.), this day, at 1 p.m.

FOR MELBOURNE, ADELAIDE, HOBART TOWN, AND LAUNCESTON.—By the Cheviot (s.), this day, at 2 p.m.; and by the City of Adelaide (s.), on Saturday, at noon.

FOR ROCKHAMPTON.—By the Boomerang (s.), this day, at 3 p.m.

FOR WELLINGTON AND ALL NEW ZEALAND PORTS.—By the Easby (s.), this day, at 4 p.m.

FOR BRISBANE.—By the Governor Blackall (s.), on Saturday, at noon.

FOR GRAFTON.—By the Clarence (s.), on Saturday, at 8 p.m.

NOTICE.—DISPATCH OF MAILS VIA GALLE, PER ASSAM, FROM MELBOURNE.

Mails containing letters, packets, and newspapers, will be made up at this office, and forwarded per China (s.) to Melbourne, on Monday, the 2nd October. Mails will close as follows:—

Registered letters at 9.30 a.m.

Unregistered letters at 10 a.m.

Newspapers and packets at 9 a.m.

Late letters for the United Kingdom, via Brindisi only, will be received at the General Post Office up to 11 a.m. Late fee, 6d.

General Post Office, Sydney, 25th September, 1876.

CUSTOM HOUSE.—Entered Outwards, September 28: Italy, barque, 386 tons, Captain Rapp, for Launceston; Sea Rep, schooner, 185 tons, Captain Dunn, for Maryborough; Phœnix, barque, 340 tons, Captain Ward, for Adelaide; Annie Moore, schooner, 90 tons, Captain Hening, for Melbourne; Sea Nymph, brig, 289 tons, Captain Brady, for New Caledonia.

WRECK OF THE KETCH BROTHERS.—This ketch, which left Sydney in company with the ketch Industry, on Sunday afternoon, the 10th instant, became a total wreck inside Brisbane Water. Captain Shields gives the following account of his passage from this port:—The Brothers cleared Sydney Heads shortly after 4 o'clock on Sunday afternoon, the 10th instant, having the wind outside the Heads from the south-west. He reached the bar at Brisbane Water at about half-past 9 on Sunday night; there was a high sea on, and his vessel laboured heavily; in crossing she shipped several green seas, the wind coming from the northward, with a strong ebb tide. He let one anchor go on Lobster Beach, and gave her all the chain on board, but the wind increasing to a gale, she dragged her anchor and drifted ashore on Half Tide Rocks. Shields only had one man with him, and he was blown overboard. Shields was obliged to scramble ashore as best he could, and in getting over the rocks injured his hands. The Brothers, we understand, was uninsured.

WRECK OF THE KETCH INDUSTRY.—The following particulars of the wreck of this vessel are given by Captain John Williams—The Industry left Sydney about 4.30 on the afternoon of Sunday, the 10th of September, starting from Watson's Bay, where she had been lying at anchor; cleared the Heads, and steered for Broken Bay, running before the wind, which at the time was blowing pretty fresh from the S. W. When about a mile to the eastward of Broken Bay Heads, the wind piped up to half a gale, and carrying away the jib; then as his vessel would not steer without head-sail he was compelled to wear. Soon after this the wind chopped round to N. N. W. and consequent upon its violence carried away the mainsail. He, however, managed to get inside the Heads and brought up off Mackerel Beach, near the pilot station in Broken Bay. He then let go his large anchor with sixty fathoms of chain which the vessel dragged, and when off Elliot Island he was compelled to slip the chain. To add to his misfortunes the mizzenboom was carried away, whereupon he cast out the only anchor he had left, and that a small one, which proved incapable of holding her against the gale then blowing, and she drifted ashore and became a total wreck. Williams had only one man with him, named John Parr, who was also saved.

The steamship Easby arrived yesterday morning from Newcastle, and will leave again on her regular New Zealand trip to-day.

The City of Adelaide (s.), from Melbourne, left the Sandridge Railway Pier at 2.30 p.m. and cleared Port Phillip Heads, at 5.30 p.m., on the 26th, passed Wilson's Promontory, at 3 a.m. on the 27th, rounded Gabo Island, at 9 p.m. same day, passed Cape St. George at 10.40 a.m. on the 28th, entered Sydney Heads, at 6.30 p.m. same day, and arrived at the wharf at 7.30 p.m. Experienced N. and N.E. winds to Gabo Island, thence westerly winds hauling into S.E. and east.

The Governor Blackall (s.) left Brisbane on the 26th instant at 12.15 p.m., cleared Moreton Bay through the south passage at 4 p.m., passed Smoky Cape at 7.30 p.m. on the 27th, and arrived alongside the Company's wharf, at 4.45 p.m. on the 28th. She experienced strong southerly breeze with cross sea and thick rainy weather to Clarence Heads, light southerly winds and fine weather to Seal Rock Point, and strong head winds with fine clear weather during the remainder of the passage. Passed the Leichardt (s.) on the 27th instant, at 5 a.m., off Richmond Heads, bound north.

The Agnes Irving (s.), arrived at Grafton at 7.50 a.m. yesterday.

By telegram we learn that the schooner Emu, hence for the Richmond River, arrived at her destination on the 28th instant.

The Fiona (s.) crossed the Clarence bar on Wednesday, the 27th, at 0.50 p.m., and entered Sydney Heads on Thursday, at 9.45 p.m., arriving at the Company's Wharf at 10.30 p.m. She experienced moderate southerly winds throughout. Her cargo consists of 5400 bags sugar and 170 hogsheads rum.

The brig Syren, from New Zealand, has encountered some very heavy weather on the passage, and has fallen in with the eastern quadrant of the late gale, but has not, fortunately, suffered from the buffeting of the storm.

The barque J. L. Griffiths arrived yesterday, from Tasmania, with a cargo of potatoes. She left Torquay on the 22nd instant, and moderate northerly weather prevailed during the voyage.

The steamship Clarence crossed the Clarence bar at 3.20 p.m. on Wednesday, 27th instant, and entered Sydney Heads at 10.50 p.m. on Thursday. Experienced light southerly breezes to Seal Rocks, from thence to arrival strong southerly winds and heavy head sea. Her cargo consists of 450 bags maize, 790 bags copper ore, 50 bags bone dust, 8 pigs, 1 coop fowls, 5 cases eggs, and sundries.

NOTICE TO MARINERS.

NORTHUMBERLAND ISLES.

Captain Lowrie, of the s. s. Blackbird, reports the existence of two dangers near the h.h. cluster, which are not shown upon the chart.

1. Reef awash at low water, 8 cables S.W. of westernmost island of the group. Staff-Commander Bedwell, N.R., the Admiralty Surveyor, corroborates the position of this reef, and adds that a shoal spit extends southwards from it for upwards of a mile.

2. A shoal with not more than two fathoms at low water, lying from 1 to 1½ mile W.S.W. from h. Peak Islet.

Captain Bedwell also reports shoal water as lying nearly a mile to the south-westward of the same islet, and recommends vessels not to approach the h. h. cluster within four miles, until the examination of the ground is completed, as detached dangers exist all round the group.

LORD HOWE'S GROUP, OR ONTONG JAVA, RANCADOR, AND FRINDSBURY REEFS.

Captain Rosengren, having recently visited Lord Howe's Group, reports that its extent and position are incorrectly shown on the chart. The positions he assigns to some of the islands of the Group, and which he states agree with those obtained from the observations of Captain Ferguson, of the s. s. Ripple, are as follow, viz.:—

North-east Islet, latitude, 5·27 S.; longitude, 159·34 E.

North-west Islet (Hammond Islet), latitude, 5·18 S.; longitude, 159·17 E.

South-west Islet, latitude, 5·38 S.; longitude, 159·21 E.

These longitudes depend upon that of Cape Astrolabe being 160·29 E.

The group consists of a number of small, very low, and sandy islands, lying within a quadrilateral reef, the diagonal measurement of which is about 34 miles north-west and south-east, and 21 miles north-east and south-west. The islands, which are also connected by numerous reefs, are covered with cocoanut trees, and are thickly inhabited. The sling is the only weapon used by the natives, but they are very treacherous, and should be approached with caution.

To the westward of the Group a strong current was, in July found setting to the W.N W., at a rate of from 2 to 2½ knots per hour.

Rancador or Candelaria Reef was found to be correctly placed on the chart. The sea breaks heavily upon it. On its north-western edge, about one-third of the way from its northern extremity, a small rock was observed which, at a distance, appeared like a small vessel. Just to the northwards of this rock was apparently an opening into a lagoon, extending towards the northern end of the reef.

Frindsbury Reef.—The position assigned to this reef was passed within three miles, but nothing could be seen of it from the mast-head.

Department of Ports and Harbours,
Brisbane, 22nd September, 1876.

NEWCASTLE.

ARRIVALS.

September 27.—Cheviot (s.), Clark, from Sydney.

September 27.—Amateur, barque, Looker, from Timaru.

September 27.—Transport, brig, M'Kinnon, from Dunedin.

September 27.—Vressel, castle, barque, Irvine, from Wellington.

September 27.—Ocean, French barque, Despointes, from New Caledonia.

September 27.—St. Jean, French ship, Delmoline, from New Caledonia.

DEPARTURES.

September 27.—Lady Belmore, brig, Taylor, for Launceston, with 350 tons coal.

September 27.—Britomart, barque, Rees, for Galle, with 610 tons coal.

September 27.—Rachel Cohen, schooner, Everledge, for Melbourne, with 245 tons coal.

September 27.—Easby (s.), Kennedy, for Wellington, via Sydney, with 1100 tons coal.

COASTERS INWARDS.

September 27.—Eagle, Yarra Yarra, Hirondelle, Rebecca, from Sydney.

MELBOURNE.

ARRIVALS.

September 28.—You Yangs (s.) and Alexandra (s.), from Sydney; Leslie, from Grafton; Cheviot, from Mauritius; Deux Freres, from Batavia.

DISABLED AT SEA.—TWO MEN DROWNED.—The captain of the schooner Leslie, from Grafton, reports that on the 2 th instant, when between Cape Howe and the Promontory, he fell in with the Carlmann or Carlmax, a German three-masted schooner, from Newcastle, bound to Adelaide, with a cargo of coal. The schooner had been in sore straits during the recent heavy gales, and the seas, which had made clean breaches over her and almost buried her, smashed in the deckhouse and carried away all the boats, and wellnigh made a wreck of her. The damage done to the vessel was bad enough in itself, but the most deplorable circumstance in connection with the stormy ordeal through which she passed was the loss of two of the crew, who had been swept overboard by a terrific sea, and to whom the vessel was not in a position to render assistance.—*Melbourne Telegraph*, September 26.

ADELAIDE.

DEPARTURE.

September 23.—Apelles, for Sydney.

[BY ELECTRIC TELEGRAPH.]

MELBOURNE.

ARRIVAL.

September 28.—E. M. Young, from Foo-Chow.

DEPARTURE.

September 27.—Albion (s.), for New Zealand.

SYDNEY HEADS.

DATE.	TIME.	WIND.	REMARKS.
September 28.	8.30 a.m.	S.	Clear.
	Noon.	S E.	Ditto.
	5 p.m.	S.E.	Cloudy.

HIGH WATER AT FORT DENISON.

September 29.—4.56 a.m., 5.24 p.m.

GOVERNMENT OBSERVATORY, SYDNEY.

Latitude, 33° 51' 41". Longitude, 10 h. 4m. 46s.

Magnetic variation, 9° 32' 45" East. 22nd January, 1875.

The time ball is dropped daily (Sundays excepted) at 1h. p.m. Sydney meantime, or 2h. 55m. 14s. a.m., Greenwich mean time.

METEOROLOGICAL OBSERVATIONS.

Barometers corrected to 32° Faht., and to mean sea level.

Velocity of wind measured in miles per hour, and the force in lbs. on the square foot deduced from velocity.

Rainfall and evaporation measured in inches.

Scales of { Humidity, 0 to 100. Cloudy sky, 0 to 10. Ozone, 0 to 10.

SEPTEMBER 26, 1876. CIVIL RECKONING.

Hour.	Barometer.	Temperature in shade.	Humidity.	Wind. Direction.	Wind. Velocity	Wind. Force.	Cloudy sky.	Rain.	Ozone.
A.M. 9	30·213	57·5	71	S.	8	0·3	10	0·00	10·0
P.M. 3	·168	59·5	60	E.	10	0·5	4		
„ 9	·151	56·0	79	ENE.	10	0·5	7		7·0
Mean ...	30·157	57·6	73·0		9	0·4	7·0		8·5

Evaporation in 24 hours, 0·120.

SELF-REGISTERING THERMOMETERS.

Shade { Maximum .... 61·8 | Sun—maximum .... 107·8
Minimum .... 53·6 | Grass—minimum .... 52·5

Thermometer with black bulb in black wool, and protected from wind, maximum, 170·4.

Temperature of sea water, 3 feet below the surface, at Fort Denison, at 9 a.m., 59·7.

Total rainfall from January 1 to September 27, 37·363 inches.

Average rainfall of previous 17 years, for period January 1 to September 1, 36·310 inches.

Average annual rainfall of the preceding 17 years, 52·015 inches.

METEOROLOGICAL STATIONS.

Arranged in order of latitude, with distance from the coast, and height above sea, where it is known.

Only fourteen of the stations have barometers and hygrometers.

Station.	Least distance from East coast in miles.	Height above sea in feet.	At 9 A.M.—Sep. 27, 1876. Barometer.	Temperature in shade.	Humidity.	Wind. Direction.	Wind. Force.	For 24 hours previous to 9 a.m. Maximum Temp.	Minimum Temp.	Rain in inches.
Tenterfield..	80	—	—	—	—	E.	1·0	66·0	48·8	0·70
Grafton	22	—	—	—	—	Calm.	0·0	82·7	40·2	0·90
Inverell	124	—	—	58·1	77	Calm	0·0	73·8	44·4	0·63
Bourke	393	—	—	—	—	E.	—	7·3	49·5	0
Narrabri	196	—	—	—	—	Calm.	0·0	70·4	53·6	0·08
Armidale	80	3278	30·129	49·2	93	SE.	1·0	72·4	44·9	0·00
P. Macquarie	1	53	30·141	63·9	—	SW.	1·0	69·6	55·7	0·93
Murrurundi	94	1545	—	—	—	Calm.	0·0	71·7	35·3	0
Cassilis	120	—	—	—	—	Calm	0·0	67·0	42·1	0
Muswellbrk.	68	475	—	—	—	Calm.	0·0	71·0	44·4	0
Dubbo	182	—	—	—	—	Calm.	0·0	70·5	44·9	0
W. Maitland	18	—	—	—	—	W.	—	67·2	50·4	0
Newcastle...	1	112	30·092	66·5	70	NNE.	0·2	71·9	50·4	0
Orange	124	2891	—	—	—	Calm.	0·0	63·7	38·1	0
Bathurst	96	2200	30·146	50·8	88	SSW.	1·0	70·0	34·0	0
Mt. Victoria	61	3490	30·070	52·9	92	NW.	0·0	60·1	36·9	0
Forbes	176	—	30·135	57·0	—	Calm.	0·0	66·2	45·1	0
Sydney	5	155	30·155	59·0	80	wsw.	0·1	61·8	42·9	0
Wentworth.	476	—	—	—	—	W.	4·0	80·6	45·8	0
Young	140	—	—	—	—	wsw.	1·0	64·5	38·1	0
Wollongong	0	—	—	—	—	NW.	—	63·6	49·9	0
Goulburn	84	2129	30·159	55·0	75	NE.	1·0	69·0	33·6	0
Wagga	161	—	—	—	—	Calm.	0·0	75·9	26·9	0
C. St. George	0	170	30·123	55·6	80	N.	4·0	59·2	47·6	0
Queanbeyan	60	—	—	—	—	SE.	1·0	68·4	35·1	0
Bodalla	0	—	—	—	—	wsw.	1·0	65·9	34·7	0
Deniliquin ..	287	410	30·136	58·2	55	NW.	1·0	67·5	39·6	0
Cooma	52	2637	30·137	38·6	88	SW.	—	68·1	25·3	0·10
Albury	175	572	30·099	49·6	81	NE.	1·0	70·1	30·8	0
Eden	0	107	30·053	55·7	76	SW.	1·0	61·0	46·1	0

Showery at Narrabri; frosty and foggy at Cooma.

SEPTEMBER 27, 1876. CIVIL RECKONING.

Hour.	Barometer	Temperature in Shade.	Humidity.	Wind. Direction.	Wind. Velocity	Wind. Force.	Cloudy sky.	Rain.	Ozone.
A.M. 9	30·155	59·0	80	WSW.	4	0·1	0	0·000	8·5
P.M. 3	29·991	64·0	75	ENE.	16	1·3	0		
9	30·055	59·2	92	ENE.	5	0·1	1		6·5
Mean ...	30·067	60·7	82·3		8	0·5	0·3		7·5

Evaporation in 24 hours, 0·153.

SELF-REGISTERING THERMOMETERS.

Shade { Maximum .... 66·7 | Sun—maximum .... 106·3
Minimum .... 47·9 | Grass—minimum .... 40·2

Thermometer with black bulb in black wool, and protected from wind, maximum, 171·8.

Temperature of sea water, 3 feet below the surface, at Fort Denison, at 9 a.m., 59·9.

Total rainfall from January 1 to September 28, 37·364 inches.

Average rainfall of previous 17 years, for period January 1 to September 1, 35·020 inches.

Average annual rainfall of the preceding 17 years, 52·015 inches.

METEOROLOGICAL STATIONS.

Arranged in order of latitude, with distance from the coast, and height above sea, where it is known.

Only fourteen of the stations have barometers and hygrometers.

Stations.	Least distance from East coast in miles.	Height above sea in feet.	At 9 A.M.—Sep. 28, 1876. Barometer.	Temperature in shade.	Humidity.	Wind. Direction.	Wind. Force.	For 24 hours previous to 9 a.m. Maximum Temp.	Minimum Temp.	Rain in inches.
Tenterfield..	80	—	—	—	—	SW.	1·0	58·0	44·5	0·13
Grafton	22	—	—	—	—	SE.	1·0	72·7	41·2	0
Inverell	124	—	—	64·1	79	Calm.	0·0	74·6	—	0
Bourke	393	—	—	—	—	S.	0·0	80·0	47·0	0
Narrabri	196	—	—	—	—	Calm.	0·0	77·4	48·3	0
Armidale	80	3278	30·108	53·2	81	SE.	1·0	72·4	45·9	0·19
Tamworth ..	116	1271	—	6·6	61	Calm.	0·0	72·0	43·2	0
P. Macq'rie.	1	53	30·101	63·4	—	SW.	1·0	67·9	52·1	0
Murrurundi	94	1545	—	—	—	Calm.	0·0	75·7	35·3	0
Cassilis	120	—	—	—	—	Calm.	0·0	72·7	41·4	0
Muswellbrk.	68	475	—	—	—	NW.	16·0	76·8	40·5	0
Dubbo	182	—	—	—	—	Calm.	0·0	70·5	43·4	0
Newcastle...	1	112	30·100	68·5	60	NW.	0·1	74·4	49·9	0
Orange	124	2891	—	—	—	S.	4·0	64·1	38·5	0
Bathurst	96	2200	30·145	52·0	68	NNE.	1·0	72·5	32·0	0
Mt. Victoria	61	3490	30·059	57·4	95	calm.	0·0	64·1	37·9	0
Sydney	5	155	30·106	64·6	73	SSW.	1·3	66·7	50·6	0
Wentworth.	476	—	—	—	—	SW.	—	82·4	46·3	0
Young	140	—	—	—	—	—	—	68·5	39·1	0
Wollongong	0	—	—	—	—	S.	—	65·8	52·9	0
Goulburn	54	2129	30·175	48·0	82	W.	1·0	69·0	34·6	0
Wagga	161	—	—	—	—	Calm.	0·0	75·9	34·9	0
Queanbeyan	60	—	—	—	—	SSW.	1·0	71·4	37·1	0
Bodalla	0	—	—	—	—	WNW	—	69·9	39·7	0
Deniliquin ..	287	410	30·286	50·0	64	SW.	1·0	74·9	36·8	0
Cooma	52	2637	30·162	47·7	74	S.	4·0	72·4	30·8	0
Albury	175	572	30·155	50·0	68	W.	1·0	73·3	40·8	0
Eden	0	107	30·105	56·7	57	SW.	9·0	61·0	49·1	0

Frosty at Cooma.

ASTRONOMICAL MEMORANDUM FOR SEPTEMBER 29, 1876.

Object.	Rises.	Sets.	Phases of the Moon.
	h.m.	h.m.	
Sun	5.40	6.0	September.
Moon	1.55 p.m.	3.24 a.m.	Full moon 4th
Mercury	6.35 a.m.	7.51 p.m.	Last quarter 11th
Venus	3.35 a.m.	2.17 p.m.	New moon 18th
Mars	5.7 a.m.	4.39 p.m.	First quarter 25th
Jupiter	8.26 a.m.	10.13 p.m.	Moon's age, 11½ days.
Saturn	3.15 p.m.	4.21 a.m.	

MOON.—Perigee, 15th; in Equator, 5th; G. N. Declination 12th; in Equator, 18th; G. S. Declination, 25th; Apogee, 27th.

H. C. RUSSELL, Government Astronomer.

WINDS AND WEATHER.—SEPTEMBER 28.

QUEENSLAND.—9 A.M.

Normantown—SE. Fine	Maryborough—SSE. Showery
Gilbert Town—Calm. Fine	Stanthorpe—Calm. Fine
Etheridge—Calm. Fine	Taroon—Calm. Fine
Cardwell—Calm. Cloudy	Cape Moreton—S. Fine
Townsville—Calm. Fine	Brisbane—SW. Fine
Bowen—SE. Fine	Toowoomba—SW. Fine
Mackay—S. Fine	Warwick—NW. Fine
Nebo—S. Fine	Goondiwindi—Calm. Fine
Clermont—SE. Fine	St. George—Calm. Fine
Gladstone—SE. Fine	Tambo—NE. Fine.
Rockhampton—SE. Cloudy	

N. S. WALES.	9 A.M.	3 P.M.
Tenterfield	SW. Fine	NW. Fine
Casino	SW. Fine	SW. Fine
Ballina	Calm. Fine, bar smooth	
Grafton	SE. Fine	SW. Fine
Glen Innes	Calm. Fine	Calm. Fine
Inverell	Calm. Fine	Calm. Fine
Warialda	Calm. Fine	Calm. Fine
Bundarra	Calm. Dull	Calm. Fine
Port Macquarie	SW. Fine, sea smooth	SW. Fine
West Kempsey	W. Fine	NE. Fine
Armidale	SE. Fine	SE. Fine
Tamworth	Calm. Fine	Calm. Fine
Gunnedah	Calm. Fine	E. Fine
Boggabri	Calm. Foggy	Calm. Fine
Narrabri	Calm. Fine	Calm. Fine
Wee Waa	Calm. Fine	Calm. Fine
Pilliga	Calm. Fine	Calm. Fine
Walgett	Calm. Fine	Calm. Fine
Brewarrina	Calm. Fine	Calm. Fine
Bourke	S. Fine	E. Fine
Muswellbrook	NW. Fine	SW. Fine
Murrurundi	Calm. Fine	Calm. Fine
Singleton	Calm. Fine	Calm. Fine
Maitland	Calm. Fine	SE. Fine
Taree	Calm. Fine	SE. Fine
Port Stephens	SW. Fine, sea smooth	S. Fine, sea smooth
Newcastle	NW. Fine, sea smooth	SE., light. Hazy
Barrenjuce	S. Fine, sea smooth	SE. Fine, sea smooth
Windsor	Calm. Fine	SE. Fine, dull
Sydney	SSW. Fine	SE. Fine
South Head	S. Fine, sea smooth	SE. Fine, sea smooth
Wollongong	S. Fine, sea smooth	S. Cloudy, sea smooth
Kiama	S. Fine, sea smooth	S. Cloudy, sea smooth
Goulburn	W. Cloudy	S. Fine
Braidwood	W. Fine	E. Cloudy
Araluen	Calm. Fine	Calm. Fine
Moruya	SW. Cloudy	E. Fine, sea smooth
Queanbeyan	SSW. Fine	Calm. Fine
Bombala	SE. Like rain	E. Fine
Cooma	S. Frosty	Calm. Fine
Bega	Calm. Fine	SE. Fine
Eden	SW. Fine, sea smooth	SE. Fine, sea mod.
Gabo Island	W. Fine, sea smooth	SW. Fine, sea mod.
Yass	Calm. Fine	SE. Fine
Gundagai	Calm. Fine	Calm. Fine
Tumut	Calm. Fine	Calm. Fine
Kiandra	Calm. Fine	Calm. Fine
Albury	W. Fine	W. Fine
Mount Victoria	Calm. Fine	NW. Fine
Bathurst	NNE. Fine	WSW. Cloudy
Carcoar	SE. Fine	W. Fine
Hill End	Calm. Fine	NE. Cloudy
Mudgee	Calm. Fine	Calm. Fine
Gulgong	Calm. Fine	Calm. Fine
Cassilis	Calm. Fine	S. Fine
Merriwa	Calm. Fine	Calm. Fine
Coolah	Calm. Fine	Calm. Fine
Coonabarabran	Calm. Fine	Calm. Fine
Coonamble	Calm. Fine	Calm. Fine
Wellington	Calm. Fine	SW. Cloudy
Dubbo	Calm. Fine	Calm. Fine
Orange	Calm. Fine	S. Fine
Forbes	Calm. Fine	Calm. Fine
Parkes	Calm. Fine	W. Fine
Grenfell	Calm. Fine	Calm. Cloudy
Young	Calm. Fine	Calm. Fine
Wagga Wagga	Calm. Fine	Calm. Fine
Urana	SW. Fine	WSW. Fine
Deniliquin	SW. Fine	S. Fine
Hay	SW. Fine	S. Fine
Moulamein	Calm. Fine	SW. Fine
Balranald	NE. Fine	SW. Fine
Euston	Calm. Fine	Calm. Fine
Wentworth	SW. Cloudy	Calm. Cloudy.

VICTORIA.		Bar.	Ther.
Melbourne	W by S. Fine	30·273	52·8
Queenscliff	WSW. Fine	30·20	60·
Cape Schanck	WNW., light. Fine	29·90	65·
Cape Otway	WSW., mod. Showery	29·992	51·
Portland	WSW., fresh. Cloudy	30·292	54·
Port Albert	NW., fresh. Fine	30·22	57·
Wilson's Prom'try	W., moderate. Cloudy	29·774	52·
TASMANIA.			
Hobart Town	W. Fine	29·74	41·
Low Heads	W., strong. Fine	29·90	53·
S. AUSTRALIA.			
Guichen Bay	W. Fine	30·298	53·8
Adelaide	SSW. Dull	30·278	54·0
M'Donnell Bay	SW. Fine		
Peake	SW. Fine.	68·	88·
Alice Springs	Calm. Fine		
Daly Waters	SE. Fine.		
Port Darwin	SE. Fine	29·912	81·7
Beltana	E. Dull.		

SPECIAL ADVERTISEMENTS.

RESULTS OF THE 27TH YEAR'S BUSINESS of the AUSTRALIAN MUTUAL PROVIDENT SOCIETY.

1.—The number of the New Policies issued was 4144.

2.—The New Assurance business effected was for £1,487,000, an amount exceeding that of the previous year by 27½ per cent.

3.—The New Annual Premium income amounted to £52,083. This is a larger amount of new premium income than was obtained by any other Life Assurance Office in the British Empire.

4.—The net increase to the business after allowing for loss of income from terminated policies was represented by 3113 policies assuring £1,138,307.

5.—The operations of the year raised the annual income of the Society from £359,743 to £408,627, an increase in twelve months of £48,884, or 13½ per cent. of the previous year's revenue.

6.—The accumulated fund was increased during the year by the sum of £183,607, equal to 61 per cent. of the gross premiums received.

7.—The deaths among lives assured were 171 in number, causing claims upon the Society for the sum of £86,950, under 195 policies. The bonus additions to these policies amounted to £11,568, being 13 per cent. of the original sums assured.

8.—The bonuses paid in cash to the members during the year amounted to £28,510.

The Directors of the Society are—
The Hon. John Smith, M.L.C., Chairman
The Hon. John Fairfax, M.L.C., Deputy Chairman
The Hon. Saul Samuel, C.M.G., M.L.C.
Robert J. King, Esq.
Isaac Ellis Ives, Esq.
The Hon. Alexander Campbell, M.L.C.
Chief Medical Officer:
Dr. W. F. Mackenzie, L.R.C.P. (Edin.), 5, Lyons-terrace.
Actuary—Morrice A. Black, F.I.A.
Secretary—Alexander J. Ralston.

AUSTRALIAN MUTUAL PROVIDENT SOCIETY.
MONEY is advanced upon Mortgage of eligible Property, repayable at the end of a fixed term, or by monthly, quarterly, or half-yearly instalments, including principal and interest. A. J. RALSTON, Secretary, 98, Pitt-street.

AUSTRALIAN MORTGAGE, LAND, AND FINANCE COMPANY (Limited).
London, Melbourne, Geelong, and Sydney.
Capital, £2,000,000.
AUSTRALIAN BOARD:
James MacBain, Esq., M.L.A.
Robert Bruce Ronald, Esq.
Edmund Mackenzie Young, Esq.
The Company is prepared to issue Drafts on its Head Office in London, on terms to be ascertained on application.
W. A. COITEE, Local Manager.
Exchange-buildings.

STANDARD FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.
Capital, £1,000,000.
Offices, 71, Pitt-street.
Every description of Fire and Marine Insurance effected at lowest current rates.
A. L. PARK, Agent.
Agents required in the country.

AUSTRALIAN AND NEW ZEALAND STEAM NAVIGATION COMPANY (Limited).
Capital, £250,000, in 25,000 shares of £10 each.
£50,000 has already been subscribed in Melbourne and New Zealand.
The Share List closes on the 30th September.
For fuller particulars see the prospectus published in the HERALD of the 1st September.
Forms of application to be obtained at MARSHALL BAYLEY and PEEBLES', 134, Pitt-street, Sydney.

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Sole Agents for New South Wales.

SPECIAL ADVERTISEMENTS.

THE BANK OF AUSTRALASIA.—Incorporated by Royal Charter, 1835.)—NOTICE is hereby given that the Half-yearly DIVIDEND of £2 10s per share, and being at the rate of £12 10s per cent. per annum on the capital stock of the Corporation, declared by the Court of Directors payable in London on 10th October next, will be made available to the Shareholders on the Colonial Register on and after the same date.
D. C. M'ARTHUR, Superintendent.
Melbourne, 28th September, 1876.

MITCHELL'S PICNIC OVER THE TWO ZIGZAGS. See page 8. See amusements.

MARINE VILLA SITES, LONGUEVILLE, LANE COVE RIVER.—SALE ON THE GROUND, by RICHARDSON and WRENCH, SATURDAY, 30th September. Steamer leaves foot of Pitt-street, Circular Quay, 2.30 p.m.

MR. GUSTAVUS GABRIEL, Dentist, 20, Wynyard-square, may be consulted daily. Caution.—Mr. G. G. is not connected with any other person in N. S. W.

MR. JOHN SPENCER, Dentist, 8, Wynyard-square, awarded for Artificial Teeth the New South Wales Prize Medal and the Queensland Exhibition Medal for 1876, against all competitors; also the London International Exhibition medal for 1874.

SCHWEPPE'S MINERAL WATERS.—Sodawater, Lemonade, Seltzer, Tonic, &c., may be obtained of the principal chemists, hotelkeepers, and wine merchants.

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M. A. HUGHES and CO., 500, George-street.—Importers of White Regatta, Oxford, and Crimean Shirts, all sizes; also, of Gentlemen's Summer Hosiery of all descriptions, and Scarfs, Ties, Braces, Belts, Collars, Cuffs, Studs and White Vests.

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LIME. LIME.—Fresh Marble Lime, constant stocks; also Portland Cement, best. Depot, 8, King-street.

BROWN BREAD made daily from pure Adelaide Wheat Meal, at West Sydney Bakery, 58, Bathurst-street. W. MATHER.

DR. S. P. TOWNSEND'S AROMATIC HOLLANDS TONIC, prepared with the same care and skill as his celebrated Sarsaparilla.

UDOLPHO WOLFE'S SCHNAPPS has been a quarter of a century before the public, and its sale steadily increasing, while
HUNDREDS OF IMITATIONS
have appeared and disappeared, leaving only ruin and disgrace to all connected with them. The public should no longer be duped by injurious, cheap, fiery compounds with forged certificates, manufactured in the colony.
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Sold by all liquor dealers throughout the world.
S. HOFFNUNG and CO., Pitt-street, Sole Agents.

THE GOVERNMENT Analytical Chemist, having analysed certain compounds ADVERTISED as SCHNAPPS, and presented his report, NOTICE has been given by the Sydney Custom House, under date of 21st August, 1876, that such importations consist of DIFFERENT KINDS OF SPIRITS SWEETENED OR OTHERWISE MIXED, and the highest duty imposed by law will in future be strictly enforced on them. But this regulation will NOT apply to the ORIGINAL GENUINE Schnapps, bearing the name of UDOLPHO WOLFE, which, having been tested and declared a PERFECTLY PURE SPIRIT, the duty on it remains as heretofore.

GALVANIZED IRON, Corrugated and Plain FENCING WIRE, Nos. 4 to 10
BLASTING POWDER. China MATTING and RUGS
HAMS, Sinclair's and Prenter's
MUNTZ METAL, Metal Nails and Rods
WOOLPACKS, Woolbagging, 3-bushel Bags.
CAIRD, PATERSON, and CO.

NEW SEASON'S TEAS ex s.s. Bowen. Choicest samples of best Medium to Finest Congous.
MONTEFIORE, JOSEPH, and CO.

A SMALL SHIPMENT of best Blue Bangor Countess SLATES, 20 x 10, now landing.
MASON, BROTHERS,
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WOOLPACKS, Dundee only, sides and ends, guaranteed full weights. MASON, BROTHERS.

FIRST CROP TEAS, ex s.s. Bowen.—A few balance for PRIVATE SALE.
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The Sydney Morning Herald.

FRIDAY, SEPTEMBER 29, 1876.

THE information which reached us yesterday to the effect that the Spanish Government have ordered the removal of all outward signs of Protestantism in the chapels and schools of that section of the people throughout the country, will be easily understood by those who are familiar with the discussions which have recently been held in the Spanish Legislature. One of the results of the Spanish revolution of 1868 was the establishment of religious equality and of absolute freedom of worship in Spain. As long as the reign of AMADEUS and the Republic which followed existed, the Spanish protest against the inauguration of an era of Liberalism was but feeble. Since the restoration under King ALPHONSO, the more pressing business of the Carlist war has left little time or energy for a renewal of the contest over freedom of worship. Besides which, the hopes of no small section of the clerical party in Spain and out of it, were centered in the Pretender, and it was but natural that the Conservatives should seek to crush Liberalism by the sword rather than by the more tedious process of law. But the return of peace and of something like settled Government, have furnished ample opportunities for a reconsideration of the religious question as it exists in Spain, and the departure of DON CARLOS from the scene of action has led to a renewal of the demands of the Church upon the forces of the State.

What those demands are may be gathered from a debate which took place in the Cortes at Madrid in the beginning of May last. The reactionary party in Spain are, by a figure of speech, called Moderados. DON FERNANDO ALVAREZ, the representative of this party in the Spanish Congress, insisted in the debate to which we have referred on the repeal of the Constitution of 1869, on the prohibition of any divergence from the national religion of Spain, and on the maintenance of Catholic unity by vigorous laws and stern punishments. This claim of the Moderado party was backed by the Papal Nuncio, who asked for a renewal of the Concordat of 1851, with all its provisions both for prohibiting dissent and for punishing dissidents. "The only true God," said a speaker in the debate referred to, "is the God of the Catholics, shall we give men license to build temples to false gods?" This sentiment is said to have been received in the gallery of the Spanish Parliament with no small enthusiasm, and there is every reason to believe that this enthusiasm represented the sentiment of the masses of the Spanish nation. The resolution, intended to secure extreme measures of repression, was, however, rejected by 226 votes against 38. The movement for religious freedom was headed in the Cortes by Senor ROMERO ORTIZ, who proposed the following resolution:—"The public or private exercise of any other form of worship is for ever guaranteed to all strangers resident in Spain, without further limit than that their religion must be within the universal rules of morality and right. If any Spanish subjects profess a religion other than the Catholic, they also come within the limits of the foregoing paragraph." Surely, nothing could be more reasonable or more moderate than a proposition like this. Strange as it may seem, however, it was not acceptable either to Liberals or Conservatives, and was rejected by 190 votes to 33.

The reason for the rejection of so modest a proposal lies, so far as the Spanish Cortes is concerned, beyond the mere questions of religious freedom and intolerance. These questions in Spain are complicated by being mixed up with several others. Liberalism in Spain as in France to a large extent means Republicanism, while the clerical power is on the side of the Conservative power. And anxious as the Liberals of King ALPHONSO's Government are to promote Spanish progress, they are not anxious to do this at the expense of another revolution. The two parties ranged against each other in Spain are those which are ranged against each other throughout Europe, but in Spain the situation is beset by special difficulties. The Government of the young Bourbon King has gone too far to take sides with the Moderados, and it has not gone far enough to identify itself with the Liberals, or to enable it to stand by the Liberal Constitution of 1869. With the view of making the best of a middle course Senor CANOVAS introduced a resolution that pleased neither side, but which might be worked in favour of the side that was the stronger for the time being. The resolution of the Spanish Government was as follows:—"The Catholic Apostolic Roman religion is the religion of the State. The nation undertakes to maintain its worship and its ministers. No one shall be molested or persecuted on Spanish soil for his political opinions, nor for his particular form of worship, so long as he keeps within the bounds of Christian morality. But no other ceremonies and no other public manifestations than those of the religion of the State shall be permitted." This article, moderate as it is, went much too far in one direction, and not far enough in another to please the Conservative party. We are told that with the view of securing more repressive measures "the Spanish clergy left no stone unturned to procure the defeat of Article II. Briefs from the POPE and sermons in the churches, petitions from the Spanish ladies, popular agitation, menaces of revolution—nothing was spared." The article passed the Cortes, however, and has become law. Our telegram of yesterday shows us how it is working. Recent information has told us that the ex-Queen has been permitted to return to Spain. Other items of intelligence have also indicated that the reactionary party is increasing its influence if it is not regaining its ascendency. "Keeping within the bounds of Christian morality and other public manifestations than those of the religion of the State" are words capable of almost any interpretation that might be put upon them. We are now informed that as read by the Spanish Government they are made to serve the purposes of the clerical party and to require the removal of all outward signs of Protestantism in the chapels and schools of that section of the people throughout the country.

A plea for religious intolerance is sometimes urged on the ground that it is nothing more than a legislative prohibition of propagandism, and for the reason that no one has a right to propagate tenets that are contrary to the creed of the majority of the people of a country. If this were a plea that anybody could honestly stand by when the right to propagate tenets of his own is in dispute, it would not cover the question that is being agitated in Spain. It is true that some amount of Protestant propagandism has been going on in that country since 1868, but a far larger amount of Catholic propagandism has been going on in England within the same period. In some of the large Spanish towns, such as Madrid, Seville, and Cordova, there are Protestant societies which are said to number some eight or ten thousand members. By the interpretation which is now put upon the article which we have quoted, these societies are prohibited from showing their faces in public. Foreigners who happen to profess a religion which is other than the religion of the State must forfeit the right to openly express their opinions and to celebrate their worship. It is needless to say that so monstrous an anachronism as this must soon defeat its own purpose and work its own cure. Spain may be a century behind her Continental neighbours, but the progress of Liberalism is as certain in Spain as in France and Italy. The attempt to stamp out freedom of opinion and worship by force has signally failed hitherto, and it must as signally fail henceforth. Meanwhile, however, we cannot fail to see what follies may be perpetrated when ecclesiastical parties get the upper hand of each other, and what divisions and upheavals may be attempted in the name of unity and concord.

IN his speech at Wollongong, the Hon. the PREMIER said that when his Government came into power it found that the water question remained in the same position in which the preceding Ministry found it when they went into office three years previously. He added, "The Parliament determined, wisely or unwisely, that we should have a high-class engineer from the mother country to advise our engineers upon the best mode of dealing with that question. That gentleman is now on the water, coming here, and I think the question of water supply will be dealt with very speedily." We think that the wisdom of Parliament in regard to this matter will not be very extensively doubted, for a work of such magnitude as a new source of water supply must necessarily involve a very large expenditure, and a few thousand pounds spent in obtaining the fullest information, and the best advice, may save us from disappointment and wasteful outlay. It is satisfactory to know that the Government have at last been able to give effect to the resolution of the Assembly; but while we admit that a good deal of apathy has been shown in regard to the water question by preceding Administrations, we feel bound to say that the action of the present Government in securing the services of an engineer has been rather slow. The duty, however, was one requiring some degree of caution, and perhaps after all the Agent of the colony has acted with due diligence and discretion.

The statement made by Mr. ROBERTSON appears to have fallen somewhat flat. If the engineer had been coming out to determine upon the best route for an Illawarra railway, the announcement that he was "on the water," would have been received with enthusiastic cheering. But although the subject is one of comparative indifference to the people of Wollongong, it is of immense importance to the metropolis. It is a matter of life and death to thousands. It concerns not only the settled population of the metropolis, but also those who visit the city from all parts of the colony. It seems difficult, however, to surround it with any great degree of interest. A sudden calamity like that of the Dandenong awakens a tender enthusiasm, and evokes public beneficence; but within a brief period the same number of deaths may occur as the result of sickness which might be prevented, and not attract any great amount of observation. There are, nevertheless, many people in the metropolis who have a fair appreciation of the importance of an abundant supply of pure water, and of an efficient system of drainage. They will rejoice to know that we are approaching the time when action can no longer be delayed on the ground of want of information and scientific advice.

We may presume that Mr. CLARK's experience in India will enable him to render good service to this colony in connection with the subject of water supply, and we may perhaps also obtain the benefit of his opinion in regard to the drainage of the metropolis. Mr. W. CLARK is a member of the Institute of Civil Engineers; a member of the Institute of Mechanical Engineers; an associate of King's College, London, and he has had large experience as engineer to the Municipality of Calcutta. His published papers indicate that he is a man of considerable ability. We have before us two of these, one is on "Tied arches for roofs of floors and buildings," and was read at the Bengal Social Science Meeting; the other is on the drainage of Calcutta and was read at the Bengal Social Science Congress, held at Calcutta in 1871.

In the latter paper Mr. CLARK says, "The health-officer's return for the year 1869 makes the mortality in Calcutta 33·9 per thousand; and for the previous year 36·4 per thousand. These rates are very high, exceeding by nearly 50 per cent. those of the larger towns in England, and are no doubt largely due to the class of preventable diseases. I can give no statistics as to the relative proportion of preventable sickness to death. I am not aware that they have ever been obtained in a reliable form; but the inquiries in England appear to prove that the inevitable mortality, or that due to decaying nature and accident, did not exceed 23 per thousand per annum; and this limit was fixed as that at which the Act [the Public Health Act of 1848] could take effect, or in other words, where the average mortality exceeded during seven years 23 per thousand, there the Act could take effect; and it was lamentable to see how very few towns there were at the time where the Act could not take effect, where the population could rest with the comfortable conviction that all necessary precautions for the preservation of health had been taken, and that they were exposed to none of the unnecessary ills of mortality." He then goes on to show how the sanitary condition of England illustrated the condition of the dwellers in British India, where filth and moisture were even more abundant, and where, owing to the tropical heat, the sources of disease acted with greater intensity, and rendered "the immediate, rapid, and complete removal of all *effete* matter from the habitations of the population imperatively necessary."

In 1856 Mr. CLARK presented, for the consideration of the Commissioners, a scheme which received encouragement from the Government; and in 1859 the order was given to proceed with the work, and it appears to have been accomplished with great success. The drainage of Calcutta was difficult and costly. It was not completed at the time the paper was read, but about 47 lakhs of rupees (£470,000), including 2¼ lakhs (£22,500) for the purchase of land, had been expended. It seems that the extra pressure of taxation due to drainage is not more than 2¾ per cent. The sewers of Calcutta are of three kinds, first-class sewers, with an inclination of from 2 to 3 feet per mile, and about that of the surface under which they are laid. This small inclination permits the escape of storm-water into the river whenever the tide will permit, and enables the sewers to be flushed periodically by admitting the water of the river. Into these large sewers the second class sewers are discharged; these have a minimum fall of 6 feet per mile, and into them third class or pipe sewers discharge, their inclinations being from one in 400 to one in 100. The low-level sewage is forced by pumps on the centrifugal system into the high-level sewer, which conveys it from the pumping station to a salt-water lake, so called, but which is in reality a large swamp. Mr. CLARK has nothing to say in disapproval of the dry-earth conservancy system. He thinks it suitable to small villages, but impracticable for large cities, and therefore prefers the water-carriage system.

SUMMARY PER P. AND O. STEAMER.—A summary for transmission to the East and Europe per P. and O. S. Assam, will be published in to-morrow's *Herald.*

SUPREME COURT.—Business This Day.—Master's Office, at 10.30 a.m.: M'Carthy v. Harkness, costs of suit; same v. same, costs of motion.

TELEGRAMS FOR EUROPE.—The Siberian route is again in working order, and telegrams for Europe and America can now be sent through in about three days.

Electric Telegraph Arrangements.—We learn that the Electric Telegraph Department has been advised that steamers will leave Singapore for India on the following dates, viz., September 29, October 1, 2, 4, 7, 10, 14, 17, 21. Telegrams for Europe, &c., can be forwarded by these opportunities.

Royal Society—Astronomical and Meteorological Section.—The monthly meeting of this section was held at the Society's rooms, on Wednesday evening, Mr. H. C. Russell, F.R.A.S., in the chair. There was a moderate attendance of members. The minutes being read, Mr. G. Hirst exhibited a drawing of Saturn, executed from a 10¼-inch silvered glass equatorial, the property of Mr. J. H. C. Colyer, power 214. He remarked the square-shouldered appearance of the ball of the planet, noticed by former observers. The most remarkable feature on the ball was a dark belt near the equator, of a rich brown, inclining to red; the black line in the centre of this belt noticed first by Mr. Russell a couple of years ago, was not now visible in the reflector, and Mr. Russell stated that it had become very inconspicuous in the Observatory refractor. The poles of the planet exhibit a beautiful bluish grey shading off into a yellow towards the equator. Bull's division in the ring was only visible at the two extremities. The crape ring appeared as a remarkably black band crossing the disk of the planet. Mr. Russell stated that the narrow black line indicating the shadow of the ring on the ball appeared a short time ago perfectly straight, instead of following the outline of the ring. And the micrometer wire laid along it showed no deviation. A discussion followed in reference to the strength of the late gale as compared with tropical tornadoes, and from some remarks by Mr. E. du Faur giving his personal experience in those latitudes, the velocity of the wind on this occasion, though very great, must have fallen far short of what it attains during West Indian hurricanes. The discussion then turned to some of the meteorological characteristics of this colony, and Mr. De Salis and Mr. Du Faur gave some particulars of important changes produced in the configuration of the country by floods in the interior.

Rooty Hill.—On last Monday, the 25th, a meeting of the inhabitants was held at Mr. Moody's, Devonshire Inn, Eastern Creek, for the purpose of considering the reply which they had received from the Government in answer to a numerously-signed petition, praying that the repairs to the road leading from Rooty Hill station to the Great Western road might be completed, the Government having expended, some time since, about £500 on a portion of it, and leaving the other part quite impassable in wet weather. Mr. R. Crawford, J.P., occupied the chair, and amongst those present were Messrs. Shand, Barclay, Perkins, Francis, Wright, Gilbert, Stahl, &c. The chairman, after stating the object of the meeting, read the reply, which, he said, he had received from the Government, and which was unfavourable to their petition. This gave rise to an animated discussion upon the policy of the Government in spending large sums of money in partly making the roads, as was the case here, and leaving the other part in a wretched condition. It was characterised as a waste of public money. The chairman continued, he could not see the benefit the country derived from having the roads made piecemeal in this way; if, as they state in their reply, there are not sufficient funds available for its completion, the road should never have been begun, for, he thought, unless the road were completed, what had been done was useless, and a waste of the public money. He would urge upon the meeting the necessity of taking immediate steps to have the matter again brought prominently before the notice of the Minister for Works, for he could not conceive that any Government would allow a road to remain in such a disgraceful state, after having the matter properly represented to them. Several others spoke to the same effect, after which Mr. Perkins moved,—"That this meeting fails to see the benefit of the £500 expended on one part of the road, leaving the other part impassable in wet weather; that the traffic to the station would be largely increased by having the other part metalled and completed; and that a deputation be appointed to wait upon the Minister for Works to represent the matter to him." The foregoing resolution, being seconded by Mr. Shand, was carried unanimously. Mr. J. Barclay next proposed that Messrs. Walter Lamb, J. Wright, G. Stahl, L. Perkins, and J. Shand, together with Messrs. Shepherd and Long, members for the Nepean and Central Cumberland, form a deputation to wait upon the Minister for Works." Mr. Iles seconded the resolution, which was carried unanimously. After a vote of thanks to the chairman had been passed, the meeting terminated.

Reform of Coroner's Courts.—A bill has been introduced into the Legislative Assembly of Victoria "to provide for the holding of inquests, and for other purposes," and its object is neither more nor less than the abolition of coroners, and, to a great extent, of coroner's juries. After declaring that "the office of coroner shall be, and the same is hereby, abolished," it provides that "every police magistrate, or in the absence of any police magistrate, any two justices, shall have jurisdiction to inquire concerning the manner of the death of any person"—as in inquests under existing law—or into the cause and origin of any fire, and it invests them with all the powers they would have if sitting in a court of Petty Sessions. If, however, no police magistrate or justices are available then the Minister of the Crown administering the Act—which would be the Solicitor-General or Minister of Justice—is to appoint some other person to hold the inquest, and he is to have all the powers which would have been possessed by the Police Magistrate or Justices. The bill further provides that "it shall not be necessary that any inquest or inquiry shall be taken or made by a jury unless the Minister shall so direct;" but the proceedings are to be conducted as nearly as may be in the manner in which proceedings in Petty Sessions are conducted. If, however, the Minister shall see cause to order that any inquest shall be taken before a jury he may do so and the jury would be summoned as they are now. The bill contains all the necessary machinery for the new system.

Wesleyan Church, Mount Lachlan.—A very successful tea meeting was held in the above church on Wednesday evening last, for the purpose of removing a debt of £100 on the Mount Lachlan parsonage. The tea was provided by the ladies of the congregation, and, chiefly through the efforts of Miss Herrod, without cost to the committee. The public meeting was presided over by Mr. W. Austin, who spoke warmly and kindly of the successful efforts of the children of the Sabbath school, they having collected nearly one-fourth of the debt. The Rev. Henry Woodhouse then read the treasurer's (Mr. J. Medcalf's) financial statement, from which it appeared that the sum required to be raised had all been obtained but about £15, chiefly through the efforts of the children—the proceeds of the tea meeting, and the sums collected by Mrs. Woodhouse and Mrs. Gibson. The following gentlemen took part in the meeting:—Revs. J. N. Manning, W. Bradley, F. J. Curtis, J. Richards, W. Curnow, and Francis Tait. The choir, under the leadership of Mr. J. Medcalf, rendered good service during the evening. A good collection was taken up, leaving only a small balance of a few pounds. And after votes of thanks had been passed to the ladies, choir, and others, the Rev. Francis Tait closed the meeting with the benediction.

Wonderful!—The sermon was nearly at an [illegible] when, after an eloquent passage from the [illegible]ister, Simpkins, in a tolerably loud voice, ex[illegible]med "Wonderful!" The minister for a time was [illegible] out, but with an effort proceeded to the close of [illegible] discourse. The congregation were disturbed and [illegible]nished at the exclamation of the ordinarily sedate [illegible] well-behaved hearer. But Simpkins was utterly [illegible]sed, and his head sank upon the book board of [illegible] pew. The benediction being pronounced, the [illegible]regation retired, but still he remained there. [illegible] clergyman came down from his pulpit. Touch[illegible] Simpkins on the shoulder, said, "Mr. Simp[illegible] what was it in that sentence in my dis[illegible]e that led to your exclamation? it was not [illegible]d with a view to so startling an effect." "Revered [illegible] poor Simpkins replied, "you remember in the [illegible]iah' that grand chorus 'For unto us,' sung at [illegible]r Hall, how it begins at the left hand top corner [illegible] chorus singers in almost a whisper, and as it [illegible]ds increases in volume of sound till the words [illegible]ut with all voices, organ, and band, with a loud [illegible]ike thunder. Wonderful, Councillor, &c. That [illegible]e 'wonderful' that came out during your [illegible]. When you began to preach, I began the [illegible]h' mentally, and the thread of your discourse [illegible]e was broken by my entering too deeply into [illegible]rit of my theme, and altogether neglecting [illegible] Moral: Beware how your thoughts wander [illegible]h!

[illegible]ley, September, 1869.—Gentlemen, I feel it a duty I o[illegible] to express my gratitude for the great benefit I have d[illegible] taking 'Norton's Camomile Pills.' I applied to your a[illegible] Bell, Berkeley, for the abovenamed Pills, for wind in th[illegible]h, from which I suffered excruciating pain for a length of [illegible]ving tried nearly every remedy prescribed, but without de[illegible]ny benefit at all. After taking two bottles of your va[illegible]lls I was quite restored to my usual state of health. Pl[illegible] this publicity for the benefit of those who may thus be af[illegible] am, yours truly, Henry Allpass.—To the proprietor[illegible]ton's Camomile Pills.—Adv.

Testimonial to Mr. John Hurst.—A complimentary supper was given, yesterday evening, at the Foresters' Hall, Waterloo, by the members of the Court Morning Star, No. 2002, Ancient Order of Foresters, to Brother John Hurst, in recognition of that gentleman's long-continued services as trustee to the Court. There were about seventy gentlemen sat down to the repast, which was provided in abundant style by Brother Pople, of the Court Morning Star Hotel. Brother Clampett, D.C.R., occupied the chair, with Brother Evans, D.C.R., in the vice-chair. Beside the chairman sat the guest of the evening, Mr. Hurst, and Mr. John Sutherland, M.L.A. There were several members of the Oddfellows and other friendly societies present. After the cravings of hunger had been satisfied, the chairman gave the usual loyal toasts—"The Queen," "The Prince of Wales, and the rest of the Royal Family," and "His Excellency the Governor," all of which were duly honoured. The next toast was "The Parliament of New South Wales." Mr. Sutherland returned thanks, and in doing so, said he thought the Parliament of this colony, on the whole, did credit to the people. It was entirely in the power of the people to send in proper persons to represent them. If the members did not conduct themselves to the satisfaction of the people, it was for the people to deal with them when they presented themselves for election or re-election. He reminded them that many laws had been passed here which the British Parliament were now beginning to copy, and that he looked upon as a fact that redound to our credit. Mr. Sutherland then, on behalf of the Court Morning Star, presented to Brother Hurst an illuminated address, handsomely framed, and a life-like portrait of Mr. Hurst, painted in oils by Mr. Podmore, of George-street. The address ran as follows:—"Ancient Order of Foresters, New South Wales District, Court Morning Star, No. 2002.—To Brother John Hurst.—Dear Sir and Brother,—We, the undersigned committee, appointed by the Court, have much pleasure in presenting you with your portrait as a testimonial of respect for the zealous and energetic manner in which you have performed the duties of honorary trustee to the above Court for a period of fourteen years, and we hope you will live long to enjoy this life, and be many years spared to give assistance to the above Court when required. We remain on behalf of the Order:—Valentine Davis, P.D.C.R.; John Baker, P.C.R.; Alexander M. Root, P.C.R.; Richard Page, P.T.; Jeremiah Overall, P.C.R." He expressed his pleasure at having such a pleasant duty to perform. He thought that an occasion like the present ought to be an incentive to the young men of the Order to come forward and do as Mr. Hurst had done. He was well aware that that gentleman had sacrificed a good deal both of time and money to advance the interests of the Order, and he regretted to hear that Mr. Hurst could no longer afford to spare so much of his time as he had formerly done. He wished, however, to see the young men come forward and perform their part. The life-like likeness which he had now the pleasure to present to Mr. Hurst, would be handed down by that gentleman to his family as an incentive to follow in his footsteps. He strongly urged all young men to join a society of this nature. If they never required to share in its benefits so much the better for themselves; while on the other hand if overtaken by sickness or want they could obtain assistance, not as a matter of charity, but as a matter of right. Mr. Hurst, in reply, expressed his grateful sense of the honour done him by his brother Foresters. He had given his best services to the Order, the object of which he conceived to be a good one, though as there were many others who had equally exerted themselves, he was at a loss to conceive why he had been singled out to receive this honour. Whatever good he had been able to do in connection with that society had more than repaid itself. He had always done what he could to induce young men to join the society, and he thought it a good sign that they had frequently three or four aspirants for any vacant office, and had to go to the vote. He thanked them most heartily for their kind present, and assured them he should, in the future, exert himself even more strongly to advance the interests of the Order. The chairman, on behalf of the district, expressed his entire concurrence with what the Court had done in regard to this matter. The vice-chairman then proposed "The Ancient Order of Foresters all over the world, and kindred societies." The toast was responded to by Brother John Slade, on behalf of the Ancient Order of Foresters; Mr. Thomas Pyke, for the Manchester Unity of Oddfellows; and by Brother Willcox for the Royal Foresters. The Chairman then proposed "The health of Mr. John Sutherland." Mr. Sutherland, in reply, expressed his gratitude for the manner in which the toast had been received. The remaining toasts were, "The Visiting and Orphan Society of the New South Wales District," to which Brother James Martin replied; "The Committee," responded to by Brother Valentine Davis; "The Host and Hostess," and "The Press." Several songs were sung during the course of the proceedings by various members of the Order, and altogether a very pleasant and enjoyable evening was spent.

Trickett Testimonial Fund.—Yesterday evening, a meeting of the committee was held at Punch's Hotel. Several additional lists were handed in, including one to the amount of £113 8s. 8d. from Mr. Hill, M.L.A.; and the total amount of the subscriptions received is now £540. It has been decided to call in all the country lists by the end of October.

Wife-beating.—On Wednesday, Bridget Molloy, aged 38 years, residing in Sussex-street, was attended to at the Sydney Infirmary for a scalp wound and a fractured left arm. She states that her husband first assaulted her with a broomstick, causing the wound on the head, and that when she lay on the floor he kicked her on the side and on the left arm, which he broke with his violence. She was sent home after the arm had been bandaged and the cut dressed by the house-surgeon.

Signor Giorza's Musical Matinee.—To-morrow afternoon, a musical matinee will be given in the Masonic Hall, under the conductorship of Signor Giorza, the principal feature of which will be the production of his Grand Mass No. 4, which has been under rehearsal for some past. There will also be given a miscellaneous programme of vocal and instrumental selections of a popular character.

Mr. Bright's Lecture.—"A Race of Barbarians" will form the topic of a lecture satire to be delivered by Mr. Bright, at the Theatre Royal, this evening. As a public lecturer, Mr. Bright compares favourably with any who have preceded him here, and in a larger degree possesses the merit of originality.

Service of Sacred Song.—Yesterday evening a sacred song service was given in Chalmers Presbyterian Church. There was a large attendance, the building being nearly filled. The Rev. Dr. Wazir Beg presided, and announced the pieces on the programme, requesting that there might be neither applause nor encores. The list of pieces sung, which was very lengthy, comprised chiefly selections from Sankey and Bliss's collection of hymns, and the "Spiritual songs." Mr. Fowler presided at the harmonium, and conducted the music, which was rendered by the choir of the church, assisted by the choir of St. Andrew's Scots' Church and other friends. A collection was made for church repairs.

Balmain Association for Mutual Improvement.—The usual weekly meeting of the above association was held in the schoolroom, Adolphus-street, last Wednesday evening, 27th instant, Mr. Upward, sen., vice-president, being in the chair. There was a good attendance of members, and also a considerable number of lady visitors. Readings, recitations, and dialogues were given by the members.

Redfern Literary Association.—On Thursday evening last this society met in the Town-hall, when a debate took place on the question, "That the disintegration of the Turkish Empire would be prejudicial to England and disastrous to the peace of Europe." The discussion was a very spirited and interesting one, and was decided in the affirmative.

Master Brickmakers' Annual Picnic.—With a beautiful day for the purpose, the Master Brickmakers' yesterday held their annual picnic at Chowder Bay, and under the auspices of a zealous committee everything passed off successfully. About 10 o'clock in the forenoon the Breadalbane started from the Circular Quay with the excursionists, and brought them back to Sydney about dusk. There was dancing to an efficient band and other amusements; and a portion of the party spent a part of the day in fishing with tolerable success.

St. Bridget's Schools Children's Picnic.—The picnic of the above schools took place on Wednesday to Chowder Bay. There was a large attendance of visitors and parents. The Imperial brass band played throughout the day, and various sports were indulged in up to sundown, when all safely returned to Sydney, after an enjoyable day.

Continuation Sale of Woollens, Clothing, Manchester Goods, Dress Stuffs, Hats, &c.—Chas. Moore and Co. request us to call the attention of Warehousemen, Drapers, Storekeepers, and others to their unreserved sale of the abovenamed goods (continued from yesterday), at their Rooms, 167, Pitt-street, this day, at 11 o'clock.—Adv.

TELEGRAPHIC MESSAGES.

AUSTRALIAN ASSOCIATED PRESS TELEGRAMS.

BATHURST.

Thursday.

Dr. Fawcett, homœopathist, was brought up to-day, by summons, at the Police Court, charged with killing Elizabeth Simpson, who died lately in the hospital; he was committed for trial at the Circuit Court on a charge of manslaughter.

MUDGEE.

Thursday.

Mr. M'Elhone, M.P., arrived at Mudgee yesterday and, from the balcony of the Club House Hotel, addressed a large crowd in favour of the election of Mr. Pigott. He was howled and hooted at by one portion of the meeting, and cheered by the other. During the address, which lasted three-quarters of an hour, little of what he said could be heard. He apparently lost his temper, and used some of the strongest and most extraordinary language ever heard from a public speaker here.

WOLLONGONG.

Thursday.

The nominations for the Wollongong Grand Handicap are as follows:—West Australia, Miss Kingston, Ben Bolt, Joe Miller, Priam, Tradition, Kingfisher, Odd Trick, Miss Benson, Nightshade, Evangeline, Lady Diamond, and The Squire.

BRISBANE.

Thursday.

It is feared that the Margaret Jane, schooner, from Daintree River to Sydney, with timber, over three months out, has foundered. She is owned by Mackinlay, of Brisbane, and Hardman, of Sydney.

A boy, named Greenaway, was killed at Gympie by falling down a shaft.

Robert Lloyd, a sailor on board the Tinonee, when casting off a warp on the wharf at Bundaberg, fell into the water and was drowned.

Arrived.—Prospero, and Bengal, from Adelaide.

MELBOURNE.

Thursday.

Sir Redmond Barry has received an extension of twelve months' leave on full pay.

In the Assembly to-night it was stated in answer to a question that 2500 rifles of approved pattern had been ordered from England.

The Government, so far, have carried all their proposals with regard to the Electoral Bill by substantial majorities. An effort will be made as soon as the bill and the estimates have passed to bring the session to a close as speedily as possible.

In the Legislative Assembly, last night, some discussion took place on the means of saving life at sea, and opinions were expressed that improved means should be taken in hand by the Government.

When the Cemeteries Bill was under discussion an opinion was expressed that a site should be found away from the town on the line of railway.

Large numbers of the members of the Church of England have left for Sydney to-day, including the Bishop of Adelaide, the Bishop of Ballarat, Dean Macartney, Archdeacon Marryatt, Canons Handfield and Dickenson, and the Hon. T. T. a'Beckett, the registrar of this diocese. They will attend the General Synod of Australia.

A boy named Edward Smith, for obstructing the railway line, was committed for trial; bail refused.

The racehorse Haricot is said to have severely injured himself.

Captain Leddra, of the Elmgrove, is a passenger to Sydney to-day. The wreck of his ship was sold for £12.

The markets are dull, and there is little doing.

Sailing.—Alexandra (s.). The City of Melbourne (s.) is off the promontory, and will reach the bay to-night.

QUEENSCLIFF.

Thursday.

Arrived.—Madura (barque), from Newcastle.

Sailed.—At 6.40 p.m.: Alexandra (s.), for Sydney.

ADELAIDE.

Thursday.

A bill has been introduced in the Assembly to allow certain park lands to be dedicated to school sites.

The House has resolved to sit on Fridays during the remainder of the session. The Appropriation Bill passed through all its stages in the Assembly this afternoon. A bill has been introduced authorizing the making of a convention between New South Wales and South Australia in reference to Border duties and providing for the continuance of the convention validated by the Border Duties Act.

C. W. Babbage has been sentenced to seven years' imprisonment for a forgery on the Bank of Adelaide.

Mr. J. H. Allen, Mayor of Port Adelaide, has been returned for West Torrens by a large majority over Mr. Neville Blyth.

The Barunga Gap and Kadina Railway Bill was carried in the Council.

The ship Trevelyan has arrived with 344 immigrants. A few cases of measles occurred on board, and the ship is not yet passed by the Health-officer.

The Port Darwin residents have passed a resolution to petition the Government to subsidize the steamer Egeron to run monthly between Port Darwin and Timor.

Eighteen tons of quartz from Howley Creek (Northern Territory) yielded 160 ounces of gold.

Rain and snow fell at Mount Remarkable.

Wheat is quiet at 5s. 3d.

HOBART TOWN.

Thursday.

The Treasurer made his financial statement last night, reviewing the position of the colony. The bank deposits have increased enormously. The mineral resources are being rapidly developed, the export of tin alone for the last seven months of the current year being equal in value to one-fourth of the wool exported. The shipbuilding trade and commerce are increasing; but there is a slight decrease in population, and a decadence in agricultural interests. There was a general increase in all branches of the public revenue last year, and he anticipated that it would be further increased this year. The Government intended to open up the Crown lands, and extend the main roads; but as they had taken office so recently they had not had time to mature their policy, or form ideas of taxation to be imposed. He proposed, therefore, that Parliament should meet again in May next, and he asked for four months' supplies, namely, to April 30th of next year.

NEW ZEALAND.

[By Cable.]

Wellington, Thursday.

It is stated that a quantity of wreckage has been washed ashore at Karamea, on the west coast of Middle Island, consisting of timbers, spars, compass, candles, brandy, rum, vinegar, a ship's boat and lifebuoy.

Arrived.—Wakitipu (s.), from Sydney.

MURDER OF TWO PERSONS BY NATIVES OF NEW GUINEA.

[By Telegraph.]

Brisbane, Thursday.

Advices from Normanby report the murder of Dr. James (formerly of the Chevert exploring vessel), and the master of the pearling vessel. The doctor, master, and a native crew left Somerset on a scientific trip to New Guinea. A lot of natives came as they supposed to trade, and when those in the boat met them, they were received with a shower of spears. The doctor was instantly killed, also the master. The boat with the native crew recovered the bodies, and buried them on an island unknown, returning to Somerset to report the disaster.

A Four-legged Chicken.—An egg was hatched in Singleton lately (says the *Argus*) which, though externally not promising a *rara avis*, brought forth one that is not very largely known by modern ornithologists. This was no less than a chicken, fully fledged, properly developed, and possessing four complete legs and feet. These limbs were placed two on either side, and had by no means an ungainly appearance, the only difference noticeable being a slight elongation of the breastbone. The chick, unfortunately, did not live long enough to earn its living as a curiosity.

Accidentally Shot.—An inquest was held (says the Casterton correspondent of the *Hamilton Spectator*) at the Dairy, near Dartmoor, by Coroner Sprigg, on the body of a boy named Thomas Pratt, aged 14, son of William Pratt, farmer, of Kinkella. The boy, in company with some of his companions, was out shooting on the previous day, and the gun he carried, by some unexplained means, went off. The boy was shot, and died immediately. Verdict, "Accidentally shot."

ARRIVAL OF THE ENGLISH MAIL VIA TORRES STRAITS.

[By Telegraph.]

Cooktown, Thursday.

The E. and A. S. Normanby arrived here on Wednesday, bringing advices from London to August 11.

THE EASTERN QUESTION.

London, August 11.

In a debate in the House of Commons on the 7th, respecting the atrocities in Bulgaria, Mr. Anderson read long extracts from papers about the alleged atrocities at Constantinople, and the indifference of the English Minister. He charged the Earl of Beaconsfield with treating the subject with levity and apathy, and with exhibiting a desire to palliate the conduct of the Turks. Mr. Mundella supported Mr. Anderson strongly. Mr. Cochrane deprecated the exaggerated tone of the speakers, but urged the House to support the Government in an endeavour to suppress the outrages. Mr. Hayter repudiated Mr. Cochrane's tone, and contended that England was bound to bring all her diplomatic pressure to bear to suppress the outrages. Mr. Taylor denounced the practices of the Turks as disgraceful to humanty. He was followed by Messrs. Jacob Bright, Cowan, and others, who spoke in the same strain. Mr. Bourke defended the Premier and Turkish Ambassador against the charge of apathy, and assured the House that the former took more interest than might be supposed from the allegations which had been made. There was not any man in England who more strongly vindicated the cause of humanity than Mr. Disraeli. He denied that the Government had shown indifference, and read extracts to show that the statements of the *Daily News* were in many respects wild fables and coloured partisanship. In regard to the mission of Mr. Baring, he was satisfied that he was conducting his mission in a faithful and efficient manner, and had done nothing to justify the reflection cast upon him by the *Daily News* correspondent. He assured the House that the matter might safely be left to the Government. The Marquis of Hartington contended that, although the Government might not be open to the charge of indifference, still they ought to have placed themselves in a better position for obtaining reliable information, and suggested the advisability of further debate before the prorogation. Mr. Bourke said that, consequent upon several representations made to the Porte on the subject of the atrocity which had caused so much indignation, the English Government had instructed the Consular-Agent at Philippoli to place himself in direct communication with the Consul of Bulgaria.

The Turkish forces achieved important successes on the south-eastern frontier of Servia, and captured the towns of Guransovatz and Saitchar, putting to flight the Servian army, which was defending the frontier. The Montenegrin army is blockading the Turkish forces under Muktas Pacha in Trebinga. It is reported that the basis of mediation has been agreed to by the Great Powers, but not pressed or offered to the parties concerned till the fate of the war clearly indicates which side is overpowered.

The Turkish Government has paid £40,000 indemnity to the families of the German and French Consuls murdered at Salonica.

A desperate struggle is expected between the Servians and the Turks. Several ladies, ambulance waggons, and medical stores have left for the seat of war in the East.

GENERAL SUMMARY.

In the House of Lords the Education Bill has been read a second time and passed through committee with important amendments.

Amendments made by the Commons in the measure for the establishment of a new Court of Appeal have been agreed to.

In the House of Commons the Education Act and a bill to prevent the pollution of rivers have passed their third reading.

In the debate on the Suez Canal purchase, Mr. Disraeli said it was made for high political consideration.

A bill approving of the purchase of the Suez Canal shares by Government has passed through committee.

After considerable discussion the Vivisection Prevention Bill was read a second time.

Mr. Hamilton, Under-Secretary for India, delivered his annual Budget. It showed that Indian finances are in a satisfactory condition, and that the affairs of the Empire are sound.

Mr. Roll has been appointed First Commissioner of Public Works, vice Lennox.

Mr. A. K. Stephenson has been appointed Queen's Proctor.

Mr. Burrell, Conservative, was elected for Shoreham.

A conference on South African affairs is sitting at the Colonial Office.

The trial of Oakley, bank manager, has commenced.

An alarming outbreak of small-pox occurred at Blackburn.

The builders' labourers at Bristol are on strike.

Fifteen persons were killed and a hundred wounded by a railway accident near Bath.

The weather is again intensely dry.

Rear-Admiral De Horsey has been appointed to the command of the Pacific squadron.

The Osprey, composite sloop, has been launched at Sheerness.

Captain Stow, who commanded the detached marines of the Serapis during the Prince's tour, is promoted to the rank of Lieutenant-Colonel; and Lieutenant Cameron, African explorer, is also promoted to the rank of Commander.

The deaths by the explosion on board the Thunderer have reached 44.

Captain Roberts, of the 14th, has been sentenced by court-martial to be dismissed the service, but is allowed the value of his commission.

The report of the Royal Commission on army promotion and retirement has been published. It contains many important suggestions and alterations.

A duel was fought near Dublin between a retired major and a gentleman of high commercial standing about a young lady. At the last moment the latter offered to apologize, but the major declined, and fired first. The ball slightly grazed the commercial man, who fired in the air. A reconciliation followed.

Several agrarian outrages have again occurred in Ireland.

The Rev. Arthur Watson, Protestant clergyman of Killown, on his return from Kenmare, found his wife drunk and shot her. Watson is sixty, and his wife was fifty.

Fearful disclosures have been made in the Bravo case. Mrs. Bravo underwent a severe cross-examination by Mr. Lewis in regard to the affection of her husband towards her. She broke out in hysterical sobs, and exclaimed, loudly, "I have been degraded and humiliated enough, Mr. Lewis, and appeal to the coroner and jury as gentlemen of Great Britain to protect me." She refused to answer any more questions. Great excitement followed. Dr. Gully admitted his intimacy with Mrs. Bravo, but denied ever having administered tartar emetic.

The official *Gazette* of Berlin publishes the new regulations adopted by the Chinese Government in consequence of the Anna outrage.

The German Government are about to protest against the application of certain clauses of the English Merchant Shipping Act.

The Roumanian Ministry have placed a programme of liberal policy before the Chamber of Deputies.

An unsuccessful attempt to assassinate Prince Gortschakoff, due to opposed political motives, was made at Berne by a young Russian.

The House of Representatives at Washington has postponed the consideration of the bill reciprocating the treaty with Canada.

Papers relating to the Channel tunnel have been laid before Parliament. The Government is to have the right to suspend the working of the railway when the interest of the country demands it.

4000 miners at Leicester were thrown out of work in consequence of society movements.

In the Mordaunt Divorce Case, it has been decided that the lady shall have £300 a year. Sir T. Moncrieff is to have charge of the child.

Three streets at Blackburn have been placed in quarantine in consequence of small-pox having broken out.

The Hospital Sunday collections in London reached £27,000.

The Empress Eugenie is visiting Germany.

The trial of the great gun at Woolwich achieved marvellous results. Seventeen-hundred-pound shot were fired with 340 pounds of powder, and sufficient force was obtained at a thousand yards to penetrate three feet of solid iron.

The rate of discount is unchanged. There is a surplusage of money. The influx of gold to the Bank of England continues. Consols, 96¼.

The Eastern Extension Telegraph Company invite application for the balance issue 70,000 six per cent. preference shares £10 each.

Obituary.—Sir William Onslow, Admiral Burton, Sir Philip Francis, Consul-General Levant; Mr. Conolly, M.P. for Donegal.

ABSTRACT OF SALES BY AUCTION, THIS DAY.

G. KISS.—At the Bazaar, at 11 and 12, Horses, Vehicles, &c.
C. TEAKLE.—At his Rooms, at 10.30, Framed Engravings, Photo. Frames; at 11, Galvanized Iron Tubs, Buckets, Vases, Cutlery, Opera Glasses, &c.; at 12, Watches, Jewellery, &c.
COHEN AND CO.—At their Rooms, at 11, Household Furniture, Glassware, Pianos, Harmonium, Platedware, Corks, &c.
BRADLEY, NEWTON, AND LAMB.—At their Rooms, at 11, Ale, Fencing Wire, Sugars, Blacking, Woolpacks, Linen Drills, &c.
M. MOLONY.—On the premises, Botany Road, Redfern, at 11, Manufacturing Plant, Boots, Shoes, Fixtures, Fittings, &c.
L. E. THRELKELD.—On the Premises, 782, George-street, at 11, Stock-in-Trade of China, Glass, and Earthenware, &c.
GILCHRIST, STUBBS, AND WESTON.—At their Rooms, at 11, Paints, &c.
RICHARDSON AND WRENCH.—At their Rooms, at 11.30, City and Suburban Properties.
MAIDEN, HILL, AND CO.—At their Produce Stores, at 10.30, Hides, &c.; at 2.30, Tallow.
J. BRIDGE.—At his Produce Store, at 10.30, Hides, &c.; at 2.30, Tallow; at 3, Hair, Horns, &c.
HARRISON, JONES, AND DEVLIN.—At their Produce Stores, at 10.30, Hides, &c.; at 2.30, Tallow; at Corporation Yards, at 11, Fat Sheep.
F. L. BARKER.—At their Produce Stores, at 11, Hides, &c.; at 2.30, Tallow.
MORT AND CO.—At their Produce Stores, at 10.30, Hides, &c.; at 2, Wattle Bark; at 2.30, Tallow, Cocoanut Oil, &c.; at 3, Horns, Beeswax, &c.
J. S. PROCTER.—At Railway, at 9, Hay, Straw, &c.; at Mart, at 12, Pigs, &c.; at 2, Dairy Produce, &c.
C. R. BEDWELL AND CO.—At Railway, at 9, Hay, Straw, &c.; at Depot, at 11, Calves, Pigs, &c.; at 11.30, Pigs, &c.
W. INGLIS.—At Railway, at 9 Hay, Straw, &c.; at Mart, at 11, Calves, Lambs, &c.; at 11.30, Poultry, &c.; at 12, Pigs, &c.; at 12.30, Dairy Produce, &c.
ELLIS AND CO.—At Railway, at 9, Hay, straw, &c.; at 11.30, Calves, Lambs, Pigs, &c.; at 12.30, Dairy Produce, &c.; at 4, Hides, Tallow, Wool
W. TINDALE.—At Railway, at 9, Hay, Straw, &c.
WELLS AND SMITH.—At Railway, at 9, Hay, Straw, &c.; at their Yards, at 12.30, Calves, Pigs, &c.
DENT AND HOSKIN.—At Railway, at 9, Hay, Straw, &c.
C. MOORE AND CO.—At their Rooms, at 11, Woollens, Clothing, Dress Stuffs, &c.
W. NIXON AND CO.—At Railway, at 9, Hay, &c.; at 785, George-street, at 11, Poultry, &c.
DUNN AND LISTER.—On the premises, 107, Bathurst-street, at 11, Stock-in-trade of a Dealer, Clothing, Boots, &c.; at their Rooms, at 2, Clothing, Boots, Books, Fancy Goods, &c.
G. M. PITT AND SON.—At the Corporation Yards, at 11.30, Fat Sheep.
A. MOORE AND CO.—At the Mart, at 11, Boots, Shoes, Clothing, Jewellery, Watches, &c.
W. PRITCHARD.—On the Premises, Cleveland-street, at 2.30, Household Furniture and Effects, Pony, Saddle, Bridle, &c.
M. L. SALAMON.—At the Circular Quay Bonded Store, at 12, Champagne, &c.
WOOLLER'S HORSE BAZAAR.—At 11, Horses, Buggies, &c.

Lost in the Bush.—On the 22nd instant (the *Burrangong Chronicle* reports) a young woman named Annie Beattie, a servant of Mr. Scott's, of Nubba, left the house between 6 and 7 o'clock and wandered away. Some time afterwards a general search was made for her, which continued the whole day and following night without success, and it was not until 9 o'clock the following morning that she was found lying under a brush fence near the house in an insensible state. Dr. Heeley was immediately sent for, and under his treatment the girl rapidly recovered consciousness, and is now in a fair way of recovery.

The Cape Mail Route.—The Victorian Government have received through the Agent-General a telegram from Messrs. Green, the shipowners of Blackwall, proposing the establishment of a monthly line of steamers from London to Melbourne via the Cape of Good Hope, to alternate with the P. and O. Company's steamers via the Suez route. The terms of the proposal are, for a subsidy of £30,000 a year, to carry the mails in forty-two days out and forty-four days home, the steamers to be employed in the service to be not less than 4000 tons burden and 600-horse power. The Messrs. Green (says the *Argus*) have had in view for some time past the establishment of a line such as that suggested, and we are informed that it was for this ultimate object that they added to their fleet of sailing vessels the steamers Sultan and Viceroy, now trading to Calcutta. The Government, having considered the proposals of Messrs. Green, have telegraphed their reply to the Agent-General. They are of opinion that it would be unwise to accede to the scheme submitted, as it would be virtually giving a monopoly to one shipping firm, and that if such a line should be established the proper way would be to call for tenders openly, and to allow all firms to compete on an equal footing. Money Wigram's steamers have been running for years to this port, and such fine vessels as the St. Osyth and Whampoa have also been placed on the line, so that it is evident that shipowners are willing to try this route without the inducement of a subsidy such as that required by Messrs. Green. Under such circumstances it would be manifestly unfair to give a great advantage to one firm which hitherto has not dispatched any steamers to this port, without allowing by open tender other firms to compete. A proposal likely to find more favour with the Government is that of payment by results—a subsidy to be given to any steamer making the passage within a certain limited period. The scheme, however, has originated, not with the Government, but with this firm of shipowners in England, who in the present depressed state of the shipping trade are doubtless desirous of finding profitable employment for their steamers. For little if any more than the subsidy asked for by Messrs. Green a fortnightly service via Suez might be obtained. The present agreement with the P. and O. Company ceases on February 1, 1880, if two years' notice to that effect is previously given, but if not it continues for two years longer.

Dr. De Jongh's Light-Brown Cod Liver Oil.—Its unequalled efficacy in diseases of the chest is thus described by Dr. Waudby, Physician to the Hereford Infirmary:—"I can take Dr. de Jongh's oil without any difficulty or dislike, and with as little inconvenience as water alone. Not only in my own case, but in many others I have seen, it has caused an improvement of chest symptoms, and an increase of weight, so soon and so lastingly, as to be quite remarkable. I believe Dr. de Jongh's oil to be the most valuable remedy we possess for chronic and constitutional disease." Sold only in capsuled imperial half-pints, pints, and quarts, by all chemists, druggists, and storekeepers. Sole consignees, Ansar, Harford, and Co., 77, Strand, London. Agents at Sydney—Elliott, Brothers.—Adv.

MERCANTILE AND MONEY ARTICLE.

Thursday Evening.

The Customs' duties received to-day were as follows:—

	£	s.	d.
Spirits	743	16	2
Wine, still	28	16	0
Ale, porter, and beer (in bottle)	46	17	6
Tobacco (unmanufactured)	254	10	0
Tea	167	8	6
Sugar (unrefined)	9	13	9
Opium	71	16	3
Rice	23	5	10
Dried fruits	251	19	2
Malt	25	0	0
Specific duty	328	2	7
Pilotage	12	15	8
Harbour and light dues	9	1	4
Total	£1973	2	9

Telegraphic advices per Torres Straits mail, which arrived at Cooktown yesterday, came to hand this afternoon. The commercial news is unimportant, as later telegrams were previously received by business firms.

The Import markets remain quiet, and until the new quarter opens there will not be much business done. Breadstuffs maintain the late advance, and wheat is in better demand. Malt is also inquired for; a line of 25 tanks changed hands this morning at 9s. 6d. Second-class brandies are coming into greater request in consequence of the high price quoted for Martell's and Hennessy's. In metals a sale of Muntz was made at 9d., and fencing wire at late rates. 1-lb. salmon is very firm, 9s. 6d. asked for trade quantities.

The value of the Imports at the port of Sydney, for the week ended the 23rd September, 1876, amounted to £249,883, of which the principal items are:—Apparel and drapery, £49,387; beer, £1050; brandy, £6957; boots and shoes, £3965; candles, £1361; copper, £808; dried fruits, £634; flour, £4475; gold, 68,206; gin, £1044; live stock, £1155; malt, £1494; nickel ore, £2360; opium, £2784; oilmen's stores, £3589; preserved meats, £1560; silks, £3453; skins and hides, £3082; tea, £6863; tallow, £637; tin ore, £5056; timber, £714; wine, £1547; wheat, £1913; whisky, £481; wool, £9161.

The value of Exports for the same period was £60,061, of which the principal items are:—Sugar, £12,269; apparel and drapery, £5436; boots and shoes, £3283; tea, £2576; gold coin, £2200; live stock, £1956; books and stationery, £1930; coal, £1830; machinery, £1768; fruit, £1678; hardware, £1649; brandy, £1564; tobacco and cigars, £1137; tin (ingots), £1110; copper, £989; oils (kerosene, black, and whale), £898; wool, £848; vehicles, £787; maize, £698; oilmen's stores, £688; glass and earthenware, £616; wine, £599; flour, £589; cordage, £583; drugs and chemicals, £546; beer, in bottle £455, in wood £88; hops, £474; iron wire (black), £458; iron, £452.

The following is the declared value of Imports and Exports weekly at the port of Sydney, from January 1 to September 23, 1875 and 1876:—

	Imports. 1875.	Imports. 1876.		Exports. 1875.	Exports. 1876.
Jan. 8	£199,125	£364,749	...	£198,730	£108,399
15	206,486	354,670	...	332,398	265,403
22	216,670	81,400	...	356,178	391,768
29	208,466	188,619	...	56,533	267,143
Feb. 5	275,560	286,004	...	110,671	253,914
12	351,315	151,967	...	182,553	107,740
19	259,125	333,873	...	179,706	45,148
26	136,570	287,544	...	274,891	119,894
Mar. 4	138,935	136,641	...	157,601	67,279
11	245,271	144,191	...	87,428	271,043
18	326,292	118,491	...	94,059	340,082
25	126,643	288,517	...	47,488	85,575
Apl. 1	133,037	264,113	...	117,916	100,476
8	132,415	181,549	...	201,415	140,787
15	167,964	265,359	...	78,254	120,563
22	125,301	277,859	...	144,462	47,724
29	305,469	230,103	...	144,464	164,464
May 6	241,079	274,851	...	186,330	98,538
13	182,809	80,892	...	214,946	51,049
20	315,215	109,413	...	65,408	146,190
27	126,272	88,848	...	105,156	54,300
June 3	231,704	238,921	...	67,619	67,503
10	262,871	338,990	...	271,832	248,439
17	311,265	306,351	...	69,250	63,444
24	99,541	201,343	...	65,396	90,452
July 1	222,133	305,751	...	91,484	130,981
8	295,720	140,277	...	469,606	113,811
15	41,090	183,447	...	61,194	83,548
22	333,790	375,086	...	44,524	19,795
29	306,188	233,159	...	77,279	42,453
Aug. 5	276,504	385,645	...	559,371	552,208
12	285,106	115,896	...	63,867	65,798
19	147,593	140,342	...	42,790	67,393
26	341,392	328,346	...	89,564	183,546
Sep. 2	98,410	164,187	...	449,659	450,909
9	267,221	321,861	...	47,981	53,963
16	378,000	142,512	...	93,094	51,118
23	242,643	249,883	...	61,852	60,061
	£7,814,213	£8,674,500	...	£5,929,604	£5,596,291

In the Stock and Share market there was an improved demand for bank shares, and a good number changed hands. City sold at £8 18s. 6d.; Joint Stock at 13⅝, £13 6s., £13 8s. 6d., closing with sellers at 13⅞; New Mercantile were done at 3½, and offered; New South Wales sold at 51¾. Clarence and Richmond Preferentials and Illawarra Steam had no sellers; Clarence and New England offered at 2 without finding buyers; Australasian had sellers at 17. Insurance stock unchanged. Mining shares heavy; Wallsend Coal were quitted at 16½ and North Williams Gold at 1s. to 1s. 1d. was all the business reported.

The wool sales held this afternoon by the Associated Auctioneers were well attended. Biddings were moderately active up to a certain point for new clip, but as this was not equal to vendors' ideas of value, a quantity was bought in for higher rates. Sheepskins realized late rates. The sales were:—

By Messrs. Maiden, Hill, and Clark: WM·M over Combara, 39 bales greasy at 7½d., pieces at 3½d.; Eyebrow over Turrill, 22 at 7d., 3 locks and pieces at 2½d.; 1W over T in circle, 30 greasy pieces at 5d.; in small lots 7 greasy at 6½d. to 8½d., 8 odd bales at 1d. to 7d. 27 lots skins (good) at 5d. to 5½d., medium at 4d. to 4½d., short at 3d. to 3½d., pelts at 1½d. to 2½d., pieces at 1d.

By Messrs. Harrison, Jones, and Devlin: JMCC, 11 greasy at 4½d.; SJ·V, 7 at 4½d., and in small lots, scoured at 11½d., greasy at 6d. to 8d., washed at 8d., pieces at 3½d. 49 lots sheepskins at 5d. to 6d. for best, 4d. to 4½d. for medium, 1½d. to 2½d. for pelts and inferior.

By Messrs. Richardson and Wrench: Cox, 5½ greasy at 7d., 5 scoured at 8d. to 8¾d., 1 pieces at 4½d. Sheepskins at 4½d.

By Mr. Barker: 4 bales greasy at 6½d. 3 lots sheepskins at 4½d.

Messrs. Bradley, Newton, and Lamb will hold a sale of sugars, woolpacks, &c., at their rooms, to-morrow (Friday).

The *Argus* of Tuesday reports of the Melbourne markets:—

In the import market business for the week has commenced with an appearance of much sluggishness in all branches of trade, and scarcely a transaction has been recorded throughout the day worth special notice. Several English telegrams have been received, but in most instances they contain information only a day later than what was published a week ago, and to the same effect, the only exception is the news regarding kerosene, that market being represented as continuing to evince a rising tendency. Breadstuffs are very quiet, and there is little business to report. Flour, however, is firm at £13 2s 6d, though, as yet, inquiries are most limited. Wheat is valued at 6s 3d, but there is little offering. In the absence of anything like sales the quotations must, however, be considered as nominal. Oats are inactive, and we can only report a very ordinary trade demand, at our quotation of 2s 11d to 3s 3d, no special sales having been effected. Maize is a shade easier. There are no sales now making over 3s 11d, up to which trade parcels are moving off. Sugars have not been much run after. To-morrow about 1600 bags will be offered at the usually weekly auction sale. The arrival of the Cheviot, from Mauritius, was reported this afternoon, and at the close of business hours we were informed that the cargo will be submitted to public competition on Wednesday. Hops meet with a fair amount of attention. A line of 50 bales of Sherwin's Tasmanian has been placed at 1s 6d, and 30 bales of Jeffrey's has been quitted at 1s 5d. Candles are in request, and De Roubaix's could readily be got rid of at 10½d, were holders inclined to meet buyers. Victorian are moving off steadily; the Apollo Company have reduced their price to 8½d, less discount. This company now manufacture all sorts of fancy candles in addition to those in common use. In liquids there is no fresh business to report; brandies, however, are firm at the improvement lately established for Hennessy's.

The New Wesleyan Church, Paddington.—Our report of the Treasurer's statement omitted to mention that the sum of £250 had been promised prior to the meeting, to which are to be added the contributions promised at the meeting.

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OUR MELBOURNE LETTER.

Tuesday, September 26.

We were startled yesterday morning by reading in the papers a telegram from London announcing that "the preliminaries of a contract had been arranged with Messrs. Green, the shipowners of Blackwall, for a monthly line of steamers to Melbourne via the Cape of Good Hope"—the mails to be carried in forty-two days, for a subsidy of £30,000, and that "the matter awaited the decision of the Victorian Government." Knowing that Sir James M'Culloch's Government had not committed itself to any Cape scheme, and also that if they were disposed to do so, they were not at all likely to make a private arrangement with one firm to the exclusion of others who had already placed fast steamers on the line, everybody was asking who could have made "the preliminaries of a contract," and this morning the question is answered in the way in which it might have been expected—that is to say, it turns out to be merely a proposal from the Messrs. Green to our Government. We are told that this firm has for some time past had this scheme in view, and that for the purpose of enabling them to take up the work, they purchased those well-known Indian steamers, the Sultan and the Viceroy. Our Government of course decline to give a monopoly to the Messrs. Green, especially after the satisfactory performances of Messrs. Wigram's steamers, and of the St. Osyth and Whampoa; but it is not at all improbable that the long and continuous agitation in favour of a Cape service may eventuate before long in a subsidy to any steamer making the passage within a certain number of days, but in which every shipping firm would have an equal chance.

As I remarked in a former letter, we seem likely to get a very fair amount of practical legislation out of our Parliament this session—thanks to the tact and energy of the Government—and it is a pity that the Electoral Bill, which is absorbing so much of the time of the Assembly, could not be accepted, like most of the other bills, as a non-political measure. Every possible excuse, however, is made for calling a division, and with whomsoever the objection to any part of the bill may originate, we find the "stonewall" party always taking the opposite side of the floor to that of the Ministers. Notwithstanding all this, however, the bill is in committee and is making fair progress. The first schedule is the vital part of the measure, as it determines the boundaries of the new electorates, and the number of members to be returned by each. With this schedule, fair progress was made before the adjournment on Thursday evening, and as a good majority is found to have in every case endorsed the proposal of Government, the obstructionists might as well give in. The only pretext for further opposition is the assertion that the readjustments are all in the interest of the Ministerial party, but there is really no ground for the charge. Taking the constituencies which return Ministerialists and those represented by Opposition members, and averaging the number of votes per member, it will be found they are very nearly the same—the difference, however, being rather in favour of the Opposition side.

The obstructive tactics resorted to by Mr. Berry and his party on Tuesday night did not strengthen their position. Sir Charles Gavan Duffy read them a severe lecture condemnatory of "stonewalling," and told them plainly that if these practices were continued he should wash his hands of the whole business. Some of the party were so angry at this that Mr. Lalor—more impetuous than his fellows—took upon himself to "make a present of Sir Charles to the Ministerial party;" and as to the matter of washing hands, he suggested that "perhaps they wanted washing." Of course there is a split; and as almost everybody foresaw, when Sir Charles Duffy entered Parliament, he would have to make a party of his own, for the Berry party are unwilling to serve under him, and they know that they cannot rule over him.

While the nights and the weeks are being frittered away by floods of talk in the Assembly over the Electoral Bill, the Government are wisely employing the other House of Legislature by initiating in that chamber as many measures as they can, and a very respectable list of new bills is now before the Council. Amongst them is one measure of great importance which it is hoped will become law this session, but it will depend probably upon the temper of the Assembly when they come to deal with the bill. Its object is to improve the jurisdiction and procedure of the Supreme Court. It is so essentially a lawyer's bill that the mere talkers will find nothing in it upon which to get up their customary orations. There will, of course, be objections to the measure on the part of the Opposition. They will grudge the Ministry the credit of passing such a bill, and it will be a wonder if they cannot find some show of reason for obstructing its progress. The bill may be regarded as supplementary to the Judicature Act which was passed two years ago, and both that measure and the present are but adaptations of the principles and forms of procedure introduced into the English Courts by the Judicature Act of Lord Selborne, which took so long to get into working condition, owing to the difficulty of framing the rules necessary for constituting the machinery of the new system. When Mr. Justice Stephen was Attorney-General in the Francis Administration he brought in a Judicature Bill which would have accomplished some important reforms, but as we were at that time expecting the new rules of the English Judges, and some amendments in the new Act proposed by Lord Cairns, Mr. Stephen's bill was withdrawn. Mr. Kerferd, however, initiated the changes, and by this bill he hopes to complete them. The English rules of Court being now available, they are, as far as they can be, made applicable to our own Courts, embodied in the schedules to this bill. The schedules and appendices are in fact the bulkiest part of it. It is altogether too technical a sort of bill for general handling by members outside the legal profession, so that it will have to be accepted *in globo* if at all, especially as any alteration of one portion would probably only introduce confusion into the scheme of the measure as a whole. Measures for the simplification of legal proceedings, and for thus facilitating the administration of justice should possess an interest for all classes, and it will be an additional reproach upon our Parliament if mere party feeling should prevent the Supreme Court Bill becoming law. Not that it goes so far as probably it might, for it leaves ample room for such innovations upon precedent as the system of Tribunals of Commerce which has for some time past been before our Chamber of Commerce. Referring to this subject I may mention that at the last meeting of the Chamber Committee the question came up again in connection with the consideration of a report laid before them of a new Court of Arbitration recently established at Charleston, South Carolina. The following description of the Court may interest many of your readers:—"Court of Arbitration of Chamber of Commerce, Charleston S. C. This Court is established by an act of the General Assembly of the State of South Carolina. Under this act any parties having a dispute on any mercantile or commercial subject may summon the opposite party to appear before the Arbitration Court of the Chamber of Commerce, but the submission to the jurisdiction of the Court must be voluntary. If both parties are members of the Chamber the defendant will be deemed to have submitted to the jurisdiction, unless after service of the summons and prior to the day named for the hearing, he shall file with the clerk a written declaration objecting to such jurisdiction. If, however, the defendant is not a member of the Chamber, he must sign a positive consent to submit to the decision of the Court in order to give validity to the proceedings. There is an official arbitrator—in this case it is the Recorder for the city—and unless both parties consent to abide by his sole decision, each appoints another arbitrator (who must be a member of the Chamber) to sit with the official arbitrator, and the decision of these three, or of two of them, is binding. They make an award (according to a simple form provided) as ordinary arbitrators do, only with rather more extended powers as to matters which they may order to be done by either of the parties. Provision is made for rehearing where sufficient cause can be shown. The causes of action which are within the cognizance of the Court are—all matters of account, promissory notes, bills of exchange, and other negotiable documents, policies of assurance, charter parties and other contracts; matters concerning freight, bills of lading, delivery of merchandise arriving by sea, contracts of bailment, and generally all commercial contracts and all matters between merchants and persons arising out of or being in the due course of business. The forms and rules are all short and simple, and are rendered as free from technicalities as possible."

The Barrabool has come out of dock after having undergone the necessary repairs. Her bow for a distance of 12 feet back at the keel, and about 22 feet back at the deck has been entirely renewed. She has a new stem and kelson and nine new frames. The beams, stauncheons, and indeed the whole of the forepart of the ship has been renewed, about 35 tons of new iron has been put in her. The new plates and frames are heavier than the original ones, notwithstanding that she must have been very strongly built in the first instance or she would have foundered after the shock with the Queensland. The remaining work required to fit the Barrabool for resuming her trips is comparatively trifling. The deck will be finished to-day, and her owner hopes to have her ready for sea again within a week. The cost of the repairs has, I believe, been about £4500.

All the painful details of the loss of the Dandenong are being revived in the inquiry now proceeding before our Steam Navigation Board. The investigation has been entered upon at the express instance of the owner, Captain W. H. Smith, who was anxious that every point connected with the sad catastrophe should be thoroughly cleared up. The chief actors in the scene amongst the survivors were examined yesterday, and although the details elicited are fuller than had been previously published, there was nothing elicited which threw any new light on the circumstances. There has been some correspondence in the Melbourne journals reflecting on the apparent deficiency of life-saving appliances not only in the Dandenong, but in all the vessels which have lately come to grief; but the nautical men who were examined before the Board yesterday almost ridiculed the idea of any patent or other life-saving apparatus being of any use on such an occasion. Even the instance which has been quoted in the papers of the passenger Samuel Golding being saved through his wearing an air-jacket, was treated as a mere fancy. The conduct of the four men who so gallantly manned the boat which twice succeeded in placing a portion of the hapless passengers on board the barque, has been the subject of well-merited praise, and some special subscriptions have been sent in on their behalf.

The proprietors of the Deniliquin railway have imported some new carriages, which were manufactured for them at the Saltby Works, Birmingham. They are made of teak, and are ventilated on a novel principle. Last week they were run on a trial trip to Williamstown, taking a small party of gentlemen, including our Commissioner of Railways, several members of Parliament, and some visitors from New South Wales, of whom the most conspicuous were the Hon. G. Wigram Allen, Speaker of the Sydney Assembly, and Professor Smith. Of course there was some champagne quaffed on the occasion, and compliments passed between the local men and other visitors. The carriages were much admired, and they have since been sent on to Echuca.

Supposed Incendiarism.—Further information respecting the case of suspected incendiarism at Essington Park, Oberon, the residence of Mr. H. Humphries, is published by the *Bathurst Free Press*. It appears that on the night in question the large shed, which, with its contents, was consumed by the fire, was perfectly safe, and even at 2 o'clock the next morning, at which hour Mr. Humphries was up and viewed it. At about 4 o'clock, however, Mrs. Humphries noticed an unusual light, and rising from her bed proceeded to ascertain the cause. The servants were roused, and it was discovered that the shed was enveloped in flames. Nothing could be done to save either the shed or the machinery, as the fire spread with alarming rapidity. Fortunately the wind blew the flames in a direction opposite to the homestead, or the whole might have been consumed. The shed was 40 feet long by 20 feet wide, having a large verandah used at shearing time by the shearers when engaged at their work. In the shed and verandah were several valuable agricultural machines, amongst which were a chaff-cutter, threshing machine, reaping machine, and cleaning machine, together with 300 or 400 feet of pine boards, about a ton of straw, and a small quantity of hay and barley, with many other articles. These were all burnt to ashes. Adjoining the shed was a yard in which were two fat pigs, and the poor animals were literally roasted alive. Circumstances pointed to the fact that a lighted match was applied to the straw inside the shed, and Mr. Humphries offers a large reward for the conviction of the miscreant who thus ruthlessly destroyed his property.

PUBLIC NOTICES.

NOTICE.—Persons having Goods PAWNED with S. LEVY, late of 160, King-street, can redeem the same by applying to A. FREIDMAN, corner of King and Phillip streets South.

JAMES T. RYAN, Auctioneer, General Commission, and Land Agent. Money to LEND, in sums from £300 to £10,000 at 6 per cent. Houses and Land for SALE, city and suburbs. 84, King-street, Sydney.

BONES. BONES. BONES.—The COLONIAL SUGAR REFINING COMPANY will give 55 SHILLINGS per ton for good bones, delivered at their works, Petersham, and 50 Shillings per ton delivered at the railway station, Sydney.

CRITERION HOTEL, WELLINGTON (LATE WYNNE'S ROYAL).
This Hotel has undergone extensive improvements, and under the new management gentlemen and families will find every comfort.
BILLIARDS.
COMMERCIAL AND SAMPLE ROOMS.
EXTENSIVE STABLING, &c., &c.
HORSES AND BUGGIES FOR HIRE.
COBB and CO.'S BOOKING OFFICE.
HENRY GORDEN, Proprietor.

REMOVED.—ALFRED FAIRFAX and CO., Wholesale Grocers, from 444, George-street, to No. 1, Wynyard-street, next door to Messrs. Rabone, Feez, and Co.

WOOL.—The undersigned will make liberal advances on wool of the ensuing clip. A. HINCHCLIFF, Circular Quay.

PUBLIC NOTICE. BEAUCHAMP and SON (late Beauchamp and Co.), Auctioneers, House, Land, and Estate Agents, beg to notify to their friends and the public of Sydney, that they have REMOVED from their late premises, 38, Collins-street East, to those new and more commodious Auction Rooms, 14, COLLINS-STREET WEST, lately erected and occupied by Messrs. E. Cohen and Co., which are especially adapted for the display and sale of Furniture, Paintings, Articles of Virtu, &c. Melbourne, September, 1876.

THE ESK SMELTING CO., Bowenfels, are purchasers of COPPER ORE, at highest prices. For particulars apply Mr. LEWIS LLOYD, Bathurst or Bowenfels; or W. J. WESTON and CO. Agents, 5, Spring-street.

THE PREMIER LAND OFFICE IN RIVERINA ALBURY. MOORE and WALLER will supply Plans of any or all the Parishes on the Yanko Reserve, and will also fill up Land Forms for applicants, thus enabling them to go direct to the Land Office and hand in their papers WITHOUT FURTHER TROUBLE. M. and W. will, if engaged, attend the Land Office on the day the Reserve is thrown open, and PERSONALLY ATTEND to the interests of their constituents.

NOTICE.—ICE and ICE CREAM can be had at No. 4, Burton-street, off Oxford-street.

DR. BOWKER will be absent from Sydney till MONDAY next.

NOTICE.—The undersigned requests that all communications be addressed to him in future "Post-office, Quirindi." E. UNDERWOOD, Quirindi Station.

NOTICE.—REMOVAL OF BUSINESS.—The business of the N. S. Wales Religious Tract and Book Society has been removed to Fuller's Stationers' Hall, 387, George-street, and will Reopen on Monday next, October 2nd. W. CRANE, Honorary Secretary. September 28th, 1876.

NOTICE. ICE. ICE. ICE. Intending subscribers are now respectfully reminded that the ICE SEASON has now already started. Parties wishing to subscribe will please send in their names on or before the 1st of OCTOBER, otherwise they will not derive the advantage of the reduced prices.

THE undersigned, LOUIS RIESE, herewith authorises Mr. F. WARD to collect orders and to receive money on account of the firm LOUIS RIESE and CO., Star Cordial and Vinegar Works, and Manufacturers of Baking and Soap Powders, &c., &c. Marrickville. LOUIS RIESE. 28th September, 1876.

NOTICE is hereby given that APPLICATION is intended to be made to the Parliament of New South Wales, during the next session thereof, for leave to bring in a BILL to amend an Act passed in the last session of the Parliament of New South Wales, intituled the "Throsby Leasing Act." WILLIAM WHALEY BILLYARD, Solicitor for the Bill, 32, Hunter-street, Sydney.

CAUTION.—J. and F. MARTELL'S BRANDY.—It having come to our knowledge that spurious imitations are imported, consumers should be careful to see that they obtain the genuine article with our brand, which is to be had of all respectable dealers. Agents, MATTHEW CLARK and SONS, 72, Great Tower-street, London. MARTELL and CO.

IN THE MATTER OF THE COMPANIES' ACTS, 1862 and 1867, and of THE NEW SOUTH WALES QUICKSILVER MINING COMPANY (Limited).—The creditors of the above-named Company are required on or before the twenty-sixth day of November, 1876, to send their names and addresses and the particulars of their debts or claims to GEORGE DE MAID, Esquire, the Liquidator of the said Company, at the offices of the Company, situate at Nos. 8 and 9, Lime-street-square, in the City of London, England, or in default thereof they will be excluded from the benefit of any distribution of the assets of the above-named Company. Dated this twenty-eighth day of September, 1876. ASHURST, MORRIS, and CO., Solicitors for the said Liquidator, 6, Old Jewry, London, England.

NOTICE IS HEREBY GIVEN that the whole of real and other property of the NEW SOUTH WALES QUICKSILVER MINING COMPANY (Limited), situate in New South Wales, including the machinery, plant, &c., &c., is hereby offered for private SALE by order of the Liquidator, Mr. GEORGE DE MAID, who is prepared to receive offers therefor on or before the twenty-sixth day of October, 1876, addressed to him at the office of Messrs. Slade and Smith, solicitors, No. 17, Bridge-street-chambers, Sydney, from whom full particulars of the property offered can be obtained.

IN THE SUPREME COURT OF NEW SOUTH WALES, No. 9587. In Insolvency. In the Insolvent Estate of DENIS MACKINLAY and PATRICK MACKINLAY, trading as Mackinlay Brothers, of Erskine-street, Sydney, and of Brisbane, Wholesale Grocers. NOTICE is hereby given that this Honorable Court will be moved on THURSDAY, the 12th day of October next, at 11 o'clock in the forenoon, or as soon after as counsel can be heard, that the estate of the abovenamed insolvents be released from sequestration, on the grounds that at meetings duly convened and held in pursuance of the Act of the Legislature in that behalf, the creditors present accepted a composition in full discharge of their debts. Dated this 28th day of September, A.D. 1876. JOHN WILLIAMSON, 126, Elizabeth-street, Attorney for the said Insolvents.

IN THE SUPREME COURT OF NEW SOUTH WALES. Ecclesiastical Jurisdiction. In the Goods of JOHN CALDWELL, late of Cowl Cowl station, in the colony of New South Wales, Stockrider, deceased, intestate. PURSUANT to the Act of the Legislature of New South Wales, 26 Victoria, No. 12, section 29, intituled "An Act to amend the Law of Property, and further to relieve trustees," NOTICE is hereby given that all creditors and other persons having any debt or claim upon or affecting the estate of JOHN CALDWELL, late of Cowl Cowl station, in the colony of New South Wales, Stockrider, who died on the eighteenth day of June, 1876, intestate, and Letters of Administration of whose estate were granted by the Supreme Court of New South Wales, in its Ecclesiastical Jurisdiction, on the fifteenth day of September, 1876, to THOMAS ROBERTSON, of Sydney, in the said colony, Solicitor, the duly constituted attorney of THOMAS CALDWELL, the father and next of kin of the said deceased, are hereby required to send in particulars of their claims to the said Thomas Robertson, of number ninety-one, Pitt-street North, Sydney, aforesaid, or to me the undersigned, his Proctor, on or before the twentieth day of November next, at the expiration of which time the said Thomas Robertson will proceed to distribute the assets of the said, deceased among the persons entitled thereto, having regard to the debts and claims only of which he shall then have had notice; and the said Thomas Robertson will not be liable for the assets so distributed to any person of whose debts or claims he shall not have had notice at the time of such distribution. Dated this twenty-ninth day of September, A.D. 1876. WILLIAM FREDERICK M'CARTHY, Proctor for the said Thomas Robertson, Pitt-street North, Sydney.

IN THE SUPREME COURT OF NEW SOUTH WALES. Ecclesiastical Jurisdiction. In the Will of JOHN MAUGHAN, late of Darling Point, near Sydney, in the colony of New South Wales, Esquire, deceased. NOTICE is hereby given that, after the expiration of fourteen days from the publication hereof, application will be made to this Honorable Court, in its Ecclesiastical Jurisdiction, that Probate of the last Will and Testament of the abovenamed JOHN MAUGHAN, late of Darling Point aforesaid, Esquire, deceased, may be granted to the Reverend THOMAS KEMMIS, of St. Mark's, Darling Point aforesaid, Clerk in Holy Orders, and JOHN BOOTH JONES, of Sydney aforesaid, one of the Examiners of Titles, the Executors in the said Will named. Dated at Sydney, this 28th day of September, A.D. 1876. CHARLES SMITH JONES, Proctor for the Applicants, 128½, Elizabeth-street, Sydney.

IN THE SUPREME COURT OF NEW SOUTH WALES. In Equity.—No. 13. Before the Chief Commissioner of Insolvent Estates under section 133 of the Companies' Act, and section 6 of the Act 36 Victoria, No. 1. In the matter of the FORTUNA GOLD MINING COMPANY (Limited), and in the matter of the Companies' Act 37 Victoria, No. XIX. NOTICE TO CONTRIBUTORIES. PURSUANT to the direction of his Honor the Chief Commissioner of Insolvent Estates, Notice is hereby given that an application will be made in the Court-room, King-street, Sydney, on THURSDAY, the twelfth (12th) day of October next, at 11 o'clock a.m., or as soon thereafter as the course of business will permit, that an order for a Call of six shillings (6s) per share, in addition to arrears of Calls, should be made on all contributories settled upon the list of contributories of the abovenamed Company. Dated this twenty-eighth (28th) day of September, A.D. 1876. FREDERICK THOMAS HUMPHERY, Official Liquidator of the Company.

IN THE SUPREME COURT OF NEW SOUTH WALES. In Equity. Before the Chief Commissioner of Insolvent Estates, under the 133rd section of the Companies' Act, and under section 6 of the Act, 38 Vic., No. 1. In the Matter of the PEABODY COPPER MINING COMPANY (Limited), and in the matter of the Companies' Act, 37 Vic., No. 19. NOTICE to CONTRIBUTORIES, MONDAY, the ninth (9th) day of October next, has been fixed by the Court, for consideration of a compromise of the liability of Mr. SAMUEL LYONS, a contributory herein, and the affidavits to be used in the matter have been filed This Day. Any one so desiring may be heard thereupon by attending before the Chief Commissioner of Insolvent Estates, at the Court-house, King-street, Sydney, at 11 o'clock, upon the above-named day. Sydney, 28th September, 1876. FREDERICK THOMAS HUMPHERY, Official Liquidator.

AUSTRALIAN MUTUAL FIRE SOCIETY. PAYMENT OF BONUS TO ASSURERS FOR FOURTH YEAR. Assurers will please take NOTICE that the Bonus of 20 per cent. declared between them and Members for the fourth year is now payable at the Society's Offices, 235, Pitt-street, Sydney, on all Policies from No. 1484 to No. 1749, from No. 3448 to No. 3577, from No. 4936 to No. 5098, and from No. 7178 to No. 7401 inclusive. WILLIAM DAY, Managing Director. N.B.—Numbers of Policies to be produced to counter Clerks.

TENDERS.

TO BUILDERS.—TENDERS are required up to the 3rd of October for the Carpenters', Joiners', and Finishing trades of new PROTESTANT HALL, Castlereagh-street. Plans and specifications may be obtained, and all particulars, at the office of THOMAS ROWE, Architect, Vickery-chambers.

TO BUILDERS.—TENDERS will be received on TUESDAY, 3rd October, for the ERECTION of Villa Residence at Manly Beach, as follows:—
1. Excavators and masons' work.
2. Carpenters', joiners', and finishing trades.
3. The whole in one sum.
Plans and specifications may be seen at the office of THOMAS ROWE, Architect, Vickery-chambers.

TO BUILDERS.—TENDERS will be received up to the 7th October, for the remaining portion of CARPENTERS' and JOINERS' WORKS and the finishing trades for new Synagogue and School-house, situated in Elizabeth and Castlereagh streets. Plans and specifications, with full particulars, may be obtained at the office of THOMAS ROWE, Architect, Vickery's-chambers, Pitt-street. N.B.—The plasterers' work may be tendered for separately.

TO BUILDERS.—TENDERS are invited until the 7th of October, for Additions to Presbytery on Church-hill. D. W. RYAN, Architect, 170, Pitt-street.

TO BUILDERS.—TENDERS received until 4th October, for the Erection of Hotel and House adjoining, in Clarence-street. FERDINAND H. REUSS, Jun., Architect, 183, Pitt-street, opposite City Bank.

TO BUILDERS.—TENDERS are invited for the erection and completion of the proposed Public School BUILDINGS at YARUNGA. Plans and specifications may be seen on application to Mr. WILLIAM HUNTER, a member of the Public School Committee at that place, to whom Tenders must be addressed on or before the 19th October next. Forms of tender may be obtained from Mr. Hunter. GEORGE MILLER (for Secretary). Council of Education Office, Sydney, 20th Sept., 1876.

TENDERS will be received until TUESDAY, the 10th October, at the Office of the Randwick Asylum, Vickery's-chambers, Pitt-street, for SUPPLIES for the ensuing three months, in such quantities as may be required, viz.:—Hay, Grocery, Ironmongery, Boots and Shoes, Crockery and Tinware, Brushware, Tea and Sugar. Full information as to the supplies required may be obtained at the Office. GEORGE F. WISE, Honorary Secretary. 29th September, 1876.

TO BUILDERS. — NEW CLASS ROOMS, SYDNEY GRAMMAR SCHOOL.—TENDERS for the above to be delivered at our office not later than 12 o'clock on SATURDAY, 30th September. MANSFIELD, BROTHERS, Architects, 165, Pitt-street.

TO BUILDERS.—TENDERS are invited for the Erection and Completion of a Cottage at Ashfield. Plans and specification may be seen on application to Messrs. MANSFIELD, BROTHERS, Architects of 165, Pitt-street, Sydney, to whom tenders are to be addressed, on or before TUESDAY, October 17th.

TO CONTRACTORS, MASONS, &c.—The Commissioners of the South Head Roads invite TENDERS for laying about 337 yards of Guttering, and 72 feet of 16 inch Piping on the New South Head Road. Specification can be seen on application to the undersigned. G. PHILLIPS, Secretary to Commission, 464, George-street, Sydney.

TENDERS required for Repairs, Painting, &c., to two Houses, Surry Hills; to be sent in by the 2nd proximo. Specifications at office of C. H. MAY, Jun., Architect, 91, Elizabeth-street.

TO BUILDERS.—TENDERS are required by the 4th October, for the Erection of WORKSHOPS, in York-street, for Messrs. Williams and Bennett. O. H. LEWIS, Architect, 392, George-street, Sydney.

TENDERS required, to the 10th of October, for the Erection and Completion of two HOUSES, in Macquarie-street South. Plans and specification at JAMES SHEARER'S, Craigend-terrace, William-street South.

TENDERS wanted, by the 6th October, for building a COTTAGE at St. Leonards, North Shore. Plans and specifications at 11, Regent-street. E. HUGHES, Architect.

BOROUGH COUNCIL NOTICES.

BOROUGH OF ORANGE.—Notice is hereby given that application is intended to be made to the Parliament of New South Wales, during the next session thereof, for and on behalf of the Borough Council of Orange, for leave to introduce a bill to enable the said Borough Council of Orange to erect and maintain buildings and yards for the purposes of a Public Market for the sale of cattle, and to make by-laws for regulating such sales and the tolls, rates, and dues to be payable in respect thereof; the said buildings and yards to be erected upon five acres of land dedicated as a site for a Cattle Market, and situate within the boundaries of the said Borough. Also for the purpose of enabling the said Borough Council to borrow and take up at interest money for the purposes of erecting and maintaining the said Public Market, to be secured by mortgage or debenture upon the tolls, rates, or dues to be levied, imposed or rated in respect of sales to be held in the said Public Market. Dated this thirtieth day of September, 1876. GEORGE TOWSON, Peisley-street, Orange, Solicitor for the Bill.

ABSTRACT of the REVENUE AND EXPENDITURE of the BOROUGH OF PADDINGTON, from 1st February to 31st July, 1876.

Dr.

To Cash on hand 31st January, 1876				£8	14	9
Rates—Upper Ward	£376	5	6			
" Lower Ward	382	3	0			
" Glenmore Ward	283	8	6			
				1041	17	0
Rent for Reserve				10	0	0
" quarry, Cascade-street				6	12	6
" " Selwyn-street				47	0	0
Contributions towards kerbing and guttering				15	6	9
Collections from Water Police Office				5	2	3
Balance Bank of New New South Wales				202	11	6
				£1337	4	9

Cr.

By Balance Bank of New South Wales 31st January, 1876				£179	11	5
Works—Upper Ward	382	6	0			
" Lower Ward	231	19	11			
" Glenmore Ward	216	10	4			
				830	16	3
Clerk's salary				72	18	4
Inspector of Nuisance's salary				17	10	0
Interest				36	11	0
General expenses, including valuation, election expenses, printing, advertising, insurance, and sundries				199	9	9
				£1337	4	9

Gas Account.

Dr.

To Balance Bank New South Wales 31st January, 1876				£35	0	2
Rates—Upper Ward	£91	3	10			
" Lower Ward	94	1	0			
" Glenmore Ward	69	4	2			
				254	9	0
R. H. Denne's contribution				3	15	0
				£293	4	2

Cr.

By Gas Company	£180	14	9
Interest on debentures	28	0	0
Commission on rates	2	5	3
Amount paid in excess to bank	4	2	4
Cash in hand	0	10	0
Balance Bank of New South Wales	77	11	10
	£293	4	2

I certify the above accounts to be correct and to correspond with the books of account, vouchers, or other documents in the possession or power of the Municipal Council of Paddington. JAMES OATLEY, Mayor.

We certify that all the books of account, vouchers, or other documents in the possession or power of the Municipal Council of Paddington, have been exhibited to us, that the foregoing statement corresponds with such books of account, vouchers, or other documents, and that the above account is account. H. G. NICHOLLS, JAS. BOSCAWEN DUFF, } Auditors.

STOCK, SHARES, AND MONEY.

MONEY. NATIONAL LOAN and DISCOUNT COMPANY. Office 61, Hunter-street. SUMS of £10 to £10,000 can be obtained on PERSONAL or OTHER SECURITY, repayable by weekly, monthly, or quarterly instalments. ADVANCES made upon personal security, mortgage, deposits of deeds (freehold or leasehold), bills of sale, merchandise, bonded certificates, stocks and shares, &c. GOOD TRADE BILLS discounted at slight advance upon BANK RATES. Forms and all information can be obtained gratuitously at the Company's Office. Hours, 9 to 5. CLOSED on SATURDAYS.

LONDON LOAN AND DISCOUNT SOCIETY'S BANK, 125, Elizabeth-street South, next St. James's School. FIRST ESTABLISHED IN SYDNEY. MONEY advanced in sums varying from £5 to £1000 on two responsible securities. Arrangements can be made for WEEKLY, MONTHLY, or QUARTERLY payments. BILLS OF SALE on Furniture, without possession. Advances made upon Mortgage, Deposit of Deeds, Merchandise, Bonded Certificates, Trade Bills, &c., &c. N.B.—No agents employed. Forms may be had gratis.

MONEY LENT on MORTGAGE at 5 per cent. per annum. W. T. MUSTON and CO., 106, King-st.

EQUITABLE PERMANENT BUILDING SOCIETY, Offices, 234, Pitt-street.—This Society ADVANCES on Freehold or Leasehold Property, thus enabling persons to acquire possession of their own dwellings. The sums lent repayable at the rate of 5s 4d per week per £100. Investing shares also allotted. Weekly subscription, 1s 6d. Interest guaranteed 8 per cent. All information afforded on application. THOMAS MILLER, Manager.

TRUST MONEY for investment upon mortgage. WILLIAM COPE, Solicitor, 179, Pitt-street.

TO LEND, on Properties, on most reasonable terms, a large sum of money, in one or smaller sums, at 5, 6, and 7 per cent. B. R. RODD, 132, Pitt-street.

BOOKS, STATIONERY, AND MUSIC.

BOOK, STATIONERY, and FINE ART DEPOT, 426, George-street. P. E. REYNOLDS invites attention to his stock of ENGRAVINGS, CHROMO-LITHOGRAPHS, PHOTOGRAPHS and OLEOGRAPHS. New and choice specimens of ILLUMINATIONS, a speciality. PRANG'S MOTTOES and EMBLEMS. PHOTOGRAPHS in great variety. VIEWS OF SYDNEY. HARBOUR and MOUNTAIN SCENERY. BIRTHDAY CARDS and TEXTS. P. E. REYNOLDS, 426, George-street, opposite Australian Joint Stock Bank.

CHURCH SERVICES; HYMNS, Ancient and Modern, at REYNOLDS'S, 426, George-street.

TO PRESBYTERIAN CONGREGATIONS.—P. E. REYNOLDS has just received a shipment of Psalms and Hymns for Divine Worship. Also, Bibles and Testaments. 426, George-street, opposite Joint Stock Bank.

BOOKS. BOOKS. BOOKS. MADDOCK'S GREAT CLEARANCE SALE OF BOOKS AND STATIONERY is now on. The entire stock is being offered at VERY LOW PRICES, and purchasers of large lots will be liberally dealt with. A large number of surplus books have also been withdrawn from Maddock's Select Library, and are offered at greatly reduced prices. A Catalogue may be had on application. WILLIAM MADDOCK, Importer of Books and Stationery, 383, George-street, Sydney.

EDWARDS, DUNLOP, and CO., Importers of Paper, Stationery, and Paper Bags, 144, Pitt-st., Sydney.

NEW MUSIC.—The NEREDAH GALOP, by composer of Rose d'Amor Galop, 2s 6d. Reading and Co.

PAPER, PENS, INK.—If you want to buy them at lowest cash prices, try FULLER, Stationers' Hall, 387, George-street. One call will satisfy you that advantage is to be met there. NO CREDIT system strictly adhered to. Full assortment best office and household stationery to select from. Wholesale and retail. BOOKS, BOOKS.—All the latest Serial Periodical and Journal Volumes, and other useful works, sold at or near published prices. School Books of all kinds. C. E. FULLER, Stationer, Bookseller, 387, George-st.

NEW BOOKS. Just Published—
The Students' Quarter, by W. M. Thackeray, coloured illustrations
Sir Jonah Barrington's Personal Recollections of his Own Times, boards, or in cloth
The Works of Charles Lamb, Routledge's Centenary edition
Livy, by the Rev. W. L. Collins (Blackwood's Ancient Classics)
Some Recent Advances in Physical Science: Lectures by Professor Tait
Round About My Garden, a second series of Occasional Happy Thoughts, by F. C. Burnand
Half-hours in the Deep, with illustrations
Rinks and Rollers, by J. A. Harwood.
GEORGE ROBERTSON, Wholesale and Retail Bookseller, 125, New Pitt-street, Sydney.

EDWARDS, DUNLOP, and CO., Importers of Paper, Stationery, and Bags, 144, Pitt-street, Sydney.

MUSIC.—SACRED SONGS.—THE BOW IN THE CLOUD. Consider the Lilies. He wipes the tear from every eye (song or duet), The Christian Martyr, The hope beyond the grave; Light, comfort, rest; Listening angels; Is there no balm in Gilead?; Onward, upward, homeward; Ruth.—2s each. Forsake me not; In Paradise; Mizpah; There is a green Hill far away—2s 6d each. Postage, 2d extra. J. Reading and Co., 355, George-st.

BOOKS and STATIONERY.—Mr. W. MADDOCK'S entire stock is being offered for one month only, at very greatly reduced prices. 383, George-street.

COAL, FIREWOOD, ETC.

CHEAPEST Depot for Fuel, Newcastle large and small coal, wood, breeze, coke, and charcoal. Notting, Wlm'lo.

BEST Mountain and New Wallsend Coals, 20s. per ton, cash on delivery. J. Notting, Woolloomooloo Bay.

DRAPERY, HABERDASHERY, ETC.

FAMILY MOURNING.—A great saving can be effected by purchasing at the Mourning Warehouse, 261, Pitt-street. Dressmaking in all its branches. Black Alpacas 3d per yard below regular prices.

27 CASES of New and Choice GOODS, just opened from the London market direct to E. WAY, Importer, 261 to 267, Pitt-street.
Special quality in coloured Silks, 2s 9d to 5s 6d
Special quality in black Silks, 2s 6d to 8s 6d
8s 11d to 35s, choicest dresses in the city
6s 9d to 65s, new season's Capes and Jackets
Parachutes, unequalled value, 2s 11d to 17s 6d
Carriage Parachutes and Sunshades, 2s 11d to 25s 6d
Hosiery, Stays, Lace Goods, Ribbons
First-class goods, at the lowest prices.
E. WAY, 261 to 267, Pitt-street.

BONNETS AND HATS. BEFORE selecting elsewhere, Ladies are recommended to see the unique collection at RUSH and ROUSSEAU'S. They are now showing a select variety of the Latest PARISIAN FASHIONS, and special designs suitable alike for every taste and every occasion, at Prices strictly Moderate. THE MILLINERY Department is well catered for also, the prevailing CREAM TINTS in Laces, Ribbons, Flowers, and Chip, lending themselves happily to combinations with black. A large variety of Boys' and Girls' Fashionable Straw Hats, from 1s. 9d. to 3s. 6d. Please note the name and address—RUSH and ROUSSEAU, 618, Brickfield-hill.

HOYLE'S fast colour PRINTS, slightly soiled, all at 3½d. T. FORBES, 494, George-street.

FURNITURE ETC.

IMPROVED HOME SHUTTLE LOCKSTITCH SEWING-MACHINE. Notwithstanding the keen and extensive competition in the sewing-machine market, the HOME SHUTTLE not only maintains the premier position, but its sale continues to increase, and its celebrity becomes daily more extensive. 10,000 purchasers will bear testimony to its superior workmanship, its simplicity of management, its durability, its lightness of operation, and its unsurpassable capabilities. The HOME SHUTTLE is the only high-class lockstitch sewing-machine which operates either by hand or foot. A child eight years old can work it with ease by either power—hand or treadle.
No. 1 Machine, hand only; price, £4 10s, complete in hinged box, specially suitable for persons who object to work a treadle, and to persons frequently changing residence.
No. 2 Treadle Machine; price, £6 10s, polished ornamented stand.
No. 3, same as No. 2, with cover, lock and key, price £7 15s; half cabinet, cabinet, &c.
The machine will sew the thinnest muslin or the stoutest fustian. Each machine guaranteed for 5 years.
N.B.—As spurious imitations are in the market, intending purchasers will look for "M. MOSS and CO." STAMPED on each machine. M. MOSS and CO., Wholesale Agents, Wynyard-lane, Sydney.
RETAIL AGENCY. In order to facilitate the purchase of the machine by time payments, we have appointed the undersigned sole RETAIL Agent for Sydney and suburbs, from whom the genuine Home Shuttle can now (for the first time) be procured on the most liberal TIME PAYMENT SYSTEM in existence. The Show Room is open from 9 a.m. to 8 p.m. daily, Saturdays till 10 p.m. Instructions gratis. Needles, oil, and all requisites. C. E. FULLER, Stationer, Bookseller, and Printer, 387, George-street, nearly opposite Royal Hotel.

WANTED to SELL, superior curled Horsehair, Coir Fibre, and New Zealand Flax. Lawler, 517, Geo.-st.

WANTED to SELL, cheap, Horsehair, Pulu, Fibre, Flock, Flax Mattresses. J. Lawler, 517, George-st.

IMPORTANT TO HOUSEKEEPERS. The GENUINE WHEELER and WILSON MACHINE has no heavy machinery to tire and weary the feet, and is therefore the MOST SUITABLE FOR FAMILY USE. We warrant every GENUINE W. and W. MACHINE to GIVE ENTIRE SATISFACTION. Over One Million in use. BEST HAND-MACHINE, £4. BEWARE OF SPURIOUS IMITATIONS. Circulars and samples of work post free. Agents for New South Wales and Queensland—GORDON and GOTCH, 353, George-street.

THE PRINCIPAL FURNITURE AND CARPET WAREHOUSE.
FARMER and COMPANY'S DRAWING-ROOM SUITES, DRAWING-ROOM SUITES, DRAWING-ROOM SUITES, DRAWING-ROOM SUITES, DRAWING-ROOM SUITES, DRAWING-ROOM SUITES, in Carved Walnut Frames, splendidly upholstered in fashionable French Cretonnes, Satteens, Gobelins, Tournays, Repps, Damasks, Terrys, Silk Cotelaines, Satins, &c., from £27 10s to £55.
PURCHASERS may select their FRAMES from a very large assortment of the most FASHIONABLE SHAPES. All FURNITURE upholstered in our Workrooms CANNOT BE SURPASSED for DURABILITY, none but the BEST MATERIALS being used. FARMER and COMPANY, Cabinet-Makers, and Upholsterers, Victoria House, Pitt and George streets.

SEWING-MACHINES.—SPECIAL NOTICE.—TURNER and WOOD have just received NEW SHIPMENTS of Sewing-machines, LATEST NOVELTIES and IMPROVEMENTS.
The New American SINGER, reduced price £7, or 10s. deposit, and 2s. 6d. Weekly.
The New American SINGER, No. 2, 10s. deposit, and 2s. 6d. Weekly. Price, £10 10s.
The New WHEELER and WILSON, manufactured expressly for T. and W., 10s. deposit, and 2s. 6d. Weekly. Price, £7.
The New Improved HOME SHUTTLE, 10s. deposit and 2s. 6d. Weekly. Price, £4 10s.
The New Improved LITTLE WANZER, 10s. deposit, and 2s. 6d. Weekly. Price, £4 10s.
The New Improved HOWE, 10s. deposit, and 2s. 6d. Weekly. Price, £9.
The New Improved HOWE C, 20s. deposit, and 2s. 6d. Weekly. Price, £12.
Fittings, Needles, Oil and Cottons, to suit all Machines. INSTRUCTIONS FREE.
TURNER and WOOD, 342, George-street. TURNER and WOOD, 342, George-street, One door from Barrack-street.

TRICKETT'S SILVER SCULLS.
ROYAL FURNISHING ARCADE, next to the Royal Hotel, George-street.
Sydney, 28th September, 1876.
ADMIRERS OF ENTERPRISE.—Trickett's solid sterling silver Sculls are now finished and exhibited in the window. The advertiser is not a particularly aquatic man, but he fully appreciates such enterprise as Trickett's, or, indeed, any other enterprise which may tend to bring honourable renown to New South Wales. With this view, and hoping that those who have not already subscribed to the money testimonial will not fail to do so, that it may reach at least £1000, these silver sculls have been prepared. A man may not care about rowing, shooting, cricketing, or horseracing, but if he cares for the commerce and general prosperity of the country he will easily understand that all those sports naturally lead to important business results. Thousands of English people who probably scarcely ever heard of New South Wales until Trickett won the race will now be anxiously inquiring about the country of his birth, and thinking it must be a fine place to live in. After having examined the silver sculls, take a walk through the Royal Furnishing Arcade, where you will easily perceive that the proprietor means business. You need not fear being pressed or even asked to buy anything, but every facility is afforded to visitors by the clear display of plain figure prices upon the articles to make purchases if desirable. Besides the grand display of £15,000 worth of British and Continental furnishing luxuries, the whole of the house lists are ready, and every useful article may be seen as set forth in recent advertisements showing how a house can be furnished for the low net cash sum of £15, or £25, or £35, or £50, or £70, or £100, or £150, or £170, or £200. Persons who have but little money to lay out will be surprised to find how much furniture can be purchased for a small sum of ready money.
I remain your obedient servant,
W. B. CAMPBELL.

WHY NOT. SINCE THERE IS NO RISK OR OBLIGATION of any kind in accepting a TRIAL of the BEST SEWING-MACHINE for HOUSEHOLD PURPOSES ever made—And as you are not asked to buy before you try—ORDER AT ONCE The WILLCOX and GIBBS' SILENT SEWING-MACHINE, £7 10s complete. S. HEBBLEWHITE, 432, George-street, near Royal Hotel.

HARDY BROTHERS' EXTENSIVE IRON BEDSTEAD and BEDDING WAREHOUSE; also The largest stock of NEW and SECOND-HAND FURNITURE in the colony. PARTIES FURNISHING are respectfully invited to call and inspect the same, now selling at greatly reduced prices. ☞ Note the address, HARDY, BROTHERS', Hyde Park Furniture Bazaar, 9, 11, 13, 15, and 17, Oxford-street.

FURNITURE for SALE, almost new. Apply Laurel Cottage, Liverpool Rd., Ashfield; or J.B., Box 311, G.P.O.

MEDICALS, CHEMICALS.

J. S. ABRAHAM'S DANDELION PILLS (registered); the great liver remedy. They clear the liver, stomach, head, and kidneys; free the skin from humours, and purify the blood. 446, George-street.

THE GREATEST PAIN-CURING REMEDY KNOWN IN THE WORLD IS DR. BAKER'S PAIN PANACEA. This new preparation cures CHRONIC DISEASES, such as DYSPEPSIA, WEAK BREAST, LIVER COMPLAINT, GENERAL DEBILITY, CANKER, SORE THROAT, WEAK EYES, SPINE and KIDNEY DISEASES, OLD SORES, COUGHS and COLDS; PAIN IN THE STOMACH, BACK, and BOWELS; DIARRHŒA, BURNS, BRUISES, CUTS and SWELLINGS, COLIC, RHEUMATISM, HEADACHE, TOOTHACHE, and EARACHE. IT CURES INSTANTANEOUSLY. PAIN IS KILLED WHEN THIS REMEDY IS USED. This wonderful preparation was discovered by O. R. Baker, M.D. Since its introduction in 1874, 3,000,000 bottles have been sold in the United States, and other parts of America. None is genuine unless bearing the label A. L. Scovill and Co., Cincinnati, and O. R. Baker, M.D. A shipment of this valuable preparation will be introduced into these colonies on the arrival of the Californian Mail, and will be sold in bottles, price 1s 6d.

ANALYTICAL SANITARY INSTITUTION, 67, William-street.—A select Shipment of MEDICINES received per Ben Cruachan. J. S. NORRIE.

BUILDING MATERIALS.

A SMALL SHIPMENT of best Blue Bangor Countess SLATES, 20 x 10, now landing. MASON, BROTHERS, 14, Spring-street.

BEST Portland CEMENT for private SALE. Bradley, Newton, and Lamb, Spring and O'Connell streets.

50,000 FIRST-CLASS BRICKS for SALE. H. RUSSELL, North Shore.

STREET, BROTHERS, Timber Merchants, Street's Wharf, Sydney, and Pampoolah Sawmills, Manning River. Hardwood of every description, and of the very best quality. Tallow-Wood, Ironbark Girders, and Keelpieces supplied at the very shortest notice, and at considerably reduced prices.

KAURI PINE LOGS, Planks, Boards, and Flooring, all lengths. A. KETHELL, Lime-street Wharf.

COLONIAL PINE FLOORING, dressed and undressed; sawn Cedar Boards and Scantling. A. Kethell.

AMERICAN DOORS.—Balance of consignment for SALE, handy size, prime quality. A. KETHELL.

200,000 FEET Kauri PINE, the best ever imported into Sydney, for SALE, in lot to suit purchasers, consisting of 6 x 1 T. and G.; 6 x ½ T and G. and B., 6 to 18 x 1, 9 x 2 to 18 x 2, 9 x 3, to 18 x 3, &c. Long deck and ship planking. G. F. MASON, Patent Slip Wharf.

FOR SALE, a WOODEN BUILDING, at the corner of Brisbane and Upton streets. Apply to SMYTH and WELLS, Hunter-street; or Mr. BOSHIER, 6, Brisbane-street.

BRITISH Plate and Sheet GLASS Warehouse.—The largest and best assorted stock in the colony. Oils, Leads, Colours, Brushware, Paperhangings, &c. JAMES SANDY and CO. (late Thomas Edens), 255, George-st.

CEDAR and PINE, in logs, on SALE by BEAVER and CO., 62, Clarence-street.

STEWART'S CEDAR YARD, Pitt-street.—CEDAR, all sizes; Turnery, every description, large stock.

G. O. and ORB IRON, 5 to 10 feet; Sheet Lead, 2 to 6 lbs. W. CARY, Railway Bridge.

SLATES and Slate Slabs for urinals; Zinc, Gas, and Water Pipes, all sizes. W. CARY, Railway Bridge.

MARBLE and SLATE CHIMNEYPIECES, new designs, just landed. W. CARY, Railway Bridge.

KEENE'S CEMENT and Chimneypieces, very cheap. J. SELLAR, Harris-street, near Parramatta-street.

G. O. and ORB plain and corrugated Iron; sheet lead, lead and G. I. pipe, with fittings; screws, lead-washers; brass lift and force pumps, Douglass pumps, gutter pipe, ridging, &c. J. A. BROWN, 276, Pitt-street.

LIME, LIME.—2000 bushels best Port Stephens shell ex Wild Watch and others; also best Piper's flat stone lime. The famine is over at Gardener's Pacific Wharf, Druitt-street.

30,000 BRICKS wanted, for cash. 29 Castlereagh-street.

HORSES AND VEHICLES.

AMERICAN HARNESS.—Best quality single and double Buggy and Carriage Harness; Express Waggon Harness. BARRON, MOXHAM, and Co., Importers, 50, Clarence-street.

AMERICAN BUGGIES, turnover and slide seat, Phaetons, Concords, Sociables, Express Waggons, Perambulators, American Ash and Hickory Plank. BARRON, MOXHAM, and CO., 50, Clarence-street.

FOR SALE, cheap, spring Parnell CART, in first class order. Apply 14, Botany Road, Waterloo.

SET of English Double-buggy HARNESS for SALE cheap. RICHARD KIPPER, 143, Pitt-street.

BUGGY and HARNESS, double seat, suit inv... 10s, Abercrombie-place, Chippendale, next Mill...

FOR SALE, a small CARRIAGE, suitable for a p... to carry 4; a bargain. W. COOK, 174, Pitt-st...

FOR SALE, handsome Grey HORSE; broken to s... and harness, cheap. WALTER COOK, 174, Pi...

HANDSOME Brown Thoroughbred STALL... stands 15-3; price, 50 guineas. Knight, Cstlg...

CHESTNUT first-class Harness HORSE, £18; good hack, £12; quiet buggy Horse, £12. Kn...

PAGNEL CART, nearly new, £17; Dogcart, ... Spring-cart, £7; Buggy and Harness, £20. K...

DOUBLE Hooded Buggy, £35; stylish single B... £20; Sociable, £28; double Buggy, £25. Kn...

FOR SALE, two HORSES, Cab, and Harness... Licenses. Apply Mrs. E. Conran, Upper Will...

FOR SALE, 2 Harness HORSES; also SPR... CART. J. WALKER, Grose-st., Camperdo...

DOUBLE BUGGY, Buggy Phaeton, Saiety, ... ham, Barouche, for SALE. 55, Parramatta...

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GOVERNMENT NOTICES.

GOVERNMENT RAILWAYS

REDUCTION IN RATES.

The attention of the public is directed to the New Rate-Sheet just issued for the Carriage of Merchandise, which will take effect on and from the 18th day of September, 1876.

The following reductions on the present charges have been made, viz.:—

10 per cent. on the rate per mile for every mile beyond 100.

20 per cent. on the rate per mile for every mile beyond 150.

40 per cent. on the rate per mile for every mile beyond 200.

(Signed) JOHN RAE, Commissioner for Railways.

Department of Public Works, Railway Branch, Sydney, 14th September, 1876.

The Treasury, New South Wales, 19th September, 1876.

ANNUAL CONTRACTS.—CONTRACTS FOR THE PUBLIC SERVICE.—TENDERS will be received at this Office until noon of TUESDAY, 17th October, 1876, for the supply of the undermentioned articles and materials for the Public Service, during the year 1877:—

1st.—Ship Chandlery.
2nd.—Ironmongery.

Printed forms of tenders (showing the description of articles, &c., and the probable quantities required) and the conditions of contract can be obtained from the Superintendent of Stores, Circular Quay, at whose office samples may be seen and any information or explanation regarding the contracts obtained by persons desiring to tender.

No tender will be entertained unless accompanied by a certificate from two responsible persons, stating that they are willing to become bound as sureties in the sum specified in the conditions of the contract, for the due fulfilment thereof.

In the event of the tender being accepted, the bond must be executed within fourteen days after the date of acceptance, failing which the contract may either be advertised anew or another tender accepted.

Each Tender must be enclosed in a separate cover marked outside "Tender for ," as the case may be.

ALEX. STUART.

The Treasury, New South Wales, 22nd August, 1876.

ANNUAL CONTRACTS.—CONTRACTS FOR THE PUBLIC SERVICE.—TENDERS will be received at this Office until noon of TUESDAY, the 3rd October, 1876, for the supply of the undermentioned articles and materials for the Public Service, during the year 1877:—

1st. Cloth, Dowlas, &c.
2nd. Clothing for the Attendants in Institutions of the Insane.
3rd. Clothing for the Volunteer Service, Country Corps.
4th. Clothing for the Volunteer Service, Engineers, Sydney and Suburban Rifles.

Printed forms of tender (showing the description of articles, &c., and the probable quantities required) and the conditions of contract can be obtained from the Superintendent of Stores, Circular Quay, at whose office samples may be seen, and any information or explanation regarding the contracts obtained by persons desiring to tender.

No tender will be entertained unless accompanied by a certificate from two responsible persons, stating that they are willing to become bound as sureties in the sum specified in the conditions of contract, for the due fulfilment thereof.

In the event of the tender being accepted, the bond must be executed within fourteen days after the date of acceptance, failing which the contract may either be advertised anew, or another tender accepted.

Each tender to be enclosed in a separate cover marked outside "Tender for ," as the case may be.

ALEX. STUART.

NOTICE TO IMPORTERS AND VENDORS OF GUNPOWDER AND EXPLOSIVES.

Ordnance Stores Department, Sydney, 26th September, 1876.

The attention of IMPORTERS and VENDORS of GUNPOWDER and EXPLOSIVES is called to the GOVERNMENT GAZETTE, No. 237, of this day's date, which contains Proclamations under the "Gunpowder and Explosive Consolidation Act of 1876," declaring and appointing landing places for Gunpowder and Explosives, both for delivery in Sydney and for transmission by railway into the interior; also landing place at the Port of Newcastle; and defining and setting forth the precincts of the various Public Magazines.

J. T. BLANCHARD, Ordnance Storekeeper and Barrack Master.

Department of Lands, Sydney, 22nd September, 1876.

IT is hereby notified for general information, that a Statement of the various RESERVES from SALE in the pastoral district of Clarence, from the 23rd December, 1861, to the 29th February, 1876, inclusive, has been compiled at the Surveyor-General's Office, Sydney, and can be purchased in pamphlet form at the Government Printing Office, and also at the Land Offices, Grafton, Casino, Tweed River, Glen Innes, and Tenterfield.

W. W. STEPHEN, Under Secretary.

GENERAL MERCHANDISE.

MUST BE SOLD, no reasonable price refused for a lot of GLASSWARE (to make room for heavy shipments of goods expected daily). A quantity of Glassware, consisting of a large quantity of vases, from 1s to 100s each; cut glass and china flower stands, toilet sets, dessert sets, tea sets, glass dishes, and a quantity of nicknacks, for one week only. EASTWAY BROTHERS, 417, George-street.

FLOUR MILLS.—For SALE, cheap, 10 pairs of best French Burr MILL-STONES, with superior iron framing and fittings, by Fairbairn and Co., in groups to suit purchasers; also, 6 silk-dressing MACHINES, and other Flour mill machinery. WRIGHT and EDWARDS, Engineers, Melbourne.

KREB'S Lithofracteur, Nobel's Dynamite, wholesale and retail. J. MACINTOSH, 375, Pitt-street.

T. V. WANT and CO. have on SALE—
DESSERT FRUITS Cutting and CO.'S.
CHAMPAGNE, Californian
FRENCH PRUNES, Alden process
DRIED GRAPES, ditto
AMERICAN BROOMS
AGRICULTURAL IMPLEMENTS,
And a variety of American Goods.
Corner Hunter and O'Connell streets.

OLD Irish Whisky, Dublin Porter, Brandy 1858 vintage, &c. BLAKE and CO., 163, Pitt-street.

DUNDEE CORNSACKS, full 2 5-8 lbs., now landing, for SALE. CHAS. MOORE and CO., 167, Pitt-st.

STAFFORDSHIRE WAREHOUSE, 511, George-street South.—On SALE, very cheap, Dinner SETS, China Breakfast and Tea Sets, Chamber Sets. A great variety of Glassware, consisting of cut decanters, goblets, wineglasses, salts, butters, sugars, vases, flower stands, &c. Mrs. LANE, 511, George-street.

STOCK AND STATIONS.

AUSTRALIAN MORTGAGE LAND AND FINANCE COMPANY (Limited).
London, Melbourne, Geelong, and Sydney.
Capital, £2,000,000.

AUSTRALIAN BOARD:
James MacBain, Esq., M.L.A.
Robert Bruce Ronald, Esq.
Edmond Mackenzie Young, Esq.

CASH ADVANCES made on the ENSUING CLIP OF WOOL and on Squatting Properties, Stations, Bills, &c.

W. A. COTTEE, Local Manager.
Exchange-buildings.

REPORTS OF SALES AND QUOTATIONS
STATIONS, FAT CATTLE, FAT SHEEP, STORE CATTLE, STORE SHEEP, HORSE MARKETS
BY ELECTRIC TELEGRAPH.
LIVE STOCK MARKET.—Reliable reports from the country districts.
THE SYDNEY MAIL,
Subscription, 5s. per quarter. Publishing Office, Hunter-street.

FARNHAM PARK LINCOLN RAMS.—G. F. WANT has for PRIVATE SALE, at the Government Quarantine Ground, Petersham, 8 RAMS of the above celebrated breed. For further particulars apply G. F. WANT, Pastoral Exchange, Hunter and O'Connell streets, Sydney.

FOR PRIVATE SALE.
1600 splendid Bullocks, Tabulam Station, Clarence River
600 Heifers, southern district.
First-class Bulls, in various localities
Various lots of Store Sheep and Cattle throughout the colonies.
Numerous Properties and Stations in New South Wales and Queensland.
GRIFFITHS and WEAVER, 271, George-street.

AUCTION SALES.

SALES daily at Wooller's Horse Bazaar, Pitt-street, at 11 o'clock, Horses, carts, buggies, &c.
Horses, heavy and light
Vehicles, Harness, and Saddlery.

GEORGE KISS will sell by auction, at the Bazaar, THIS DAY, at 11 o'clock, all lots not specially advertised; and at 12 o'clock, all lots specially advertised.
Regular sales at the Bazaar daily, and at Camperdown any afternoon.
☞ Horses and Vehicles on hire.

AUSTRALIAN AGRICULTURAL COMPANY.

DURHAM BULLS FOR SALE.

G. M. PITT and SON have the honour to inform the public that the annual sale of the above Company's bulls will take place at Warrah, near Murrurundi, on WEDNESDAY, 20th December next,
On which day about 160 young bulls, all bred by the Company, and out of their choicest cows, will be offered for sale.
Without reserve.

The bulls are a far better lot than any that the Company have yet offered, and a few of them will be by Duke of Oxford, who cost 1000 guineas in England, and more by Baron Brighteyes, half-brother to the Duke.
Fuller particulars will be published in future advertisements.

G. M. PITT and SON have received instructions from T. Neely, Esq., to sell by auction, on MONDAY next, 2nd October, at the Homebush Yards, at 11 o'clock,
100 prime fat bullocks, in lots, from the celebrated Blairmore Paddocks.

G. M. PITT and SON have received instructions from G. Colless, Esq., to sell by auction, on MONDAY next, the 2nd October, at the Homebush Yards, at 11 o'clock,
170 prime fat cattle, in lots.

G. M. PITT and SON have received instructions from Messrs. J. Christian and Co. to sell by auction, THIS DAY, Friday, at the Corporation Yards, at half-past 11 o'clock,
1200 prime fat ewes, in lots, from Wallallow.

SULLIVAN and SIMPSON have received instructions from Messrs. G. and J. Gibson to sell by auction, at the Homebush Yards, on MONDAY next, the 2nd of October, at 11 o'clock,
150 head of really prime and weighty fat cattle, in lots, from their noted Mole station, Lower Macquarie.

HARRISON, JONES, and DEVLIN have been instructed by W. C. Browne, Esq., to sell by auction, at the Corporation Sale Yards, Belmore Markets, Pitt-street, THIS DAY, Friday, 29th September, at 11 o'clock sharp,
Prime fat wethers and ewes ex Chevert, from Newcastle.

SULLIVAN and SIMPSON have received instructions from Henry Wadge, Esq., to sell by auction, at the Homebush Yards, on MONDAY next, the 2nd of October, at 11 o'clock,
100 head of really prime and weighty fat cattle, in lots, from his famous Sandy Camp station, Lower Macquarie.

SULLIVAN and SIMPSON have received instructions from their Maitland agent to sell by auction, at the Homebush Yards, on MONDAY next, the 2nd of October, at 11 o'clock,
77 head of really prime and weighty fat paddock-fed bullocks, in lots.

SULLIVAN and SIMPSON have received instructions from Messrs. W. and T. C. Dickson to sell by auction, at the Homebush Yards, on MONDAY next, the 2nd of October, at 11 o'clock.
2198 really prime and weighty fat sheep, in lots, from their celebrated Yarrawin station, Mana Creek.

C. R. BEDWELL and CO. will sell, at the Railway, THIS DAY,
Hay, maize, potatoes, turnips, &c.
At Produce Depot, 793, George-street, at 11 o'clock, calves and pigs. 11.30, carcase pork, suckers, poultry, eggs, bacon, cheese, &c.

WILLIAM INGLIS will sell by auction THIS DAY, at the Railway Terminus, at 9 o'clock,
Hay and straw by the truck; maize, potatoes, &c.

WEEKLY PRODUCE SALE.
Railway Auction Mart, 793, George-street.

WILLIAM INGLIS will sell by auction THIS DAY, at 11 o'clock,
Calves, lambs, pigs, suckers.
At half-past 11 o'clock,
80 coops poultry, of all kinds.
At half-past 1 o'clock.
The usual weekly supply of dairy produce, consisting of roll butter, keg butter, and cheese, from the best dairies in the Southern districts; superior corn-fed bacon and hams, 100 cases fresh eggs, lard, honey, &c., &c.

WM. NIXON and CO. will sell, at Railway Terminus, at 9, Lucerne, hay, &c.; at 785, George-street, at 11, Poultry, eggs, &c., &c.

ELLIS and CO. will sell by auction, THIS DAY, at Railway, at 9 o'clock,
Hay, straw, lucerne, maize, potatoes, pumpkins, &c.
At Depot, at half-past 11 o'clock,
Fat calves, lambs, pigs, suckers, dead pigs, and poultry of every description.
At half-past 12 o'clock,
Roll and keg butter, cheese, bacon, eggs, honey, lard, fruit, &c.
At 4 o'clock,
Hides, tallow, wool, sheepskins, &c.

W. TINDALE will sell by auction, 9 o'clock. Hay, straw, &c.

DENT and HOSKIN will sell by auction, at Railway, THIS DAY, at 9 o'clock,
Hay, straw, maize, &c.

WELLS and SMITH will sell by auction, at Railway, THIS DAY, 9 o'clock,
Hay, straw, corn, turnips, &c.

WELLS and SMITH will sell by auction, at their Yards, 683, George-street, THIS DAY, at half-past 12 o'clock,
Dead pigs, calves
Lambs, sucking pigs
Poultry, eggs, butter, potatoes, sundries, &c., &c.

J. S. PROCTER will sell by auction, THIS DAY, at Railway, at 9 o'clock, Hay and straw.
At the Sydney Produce Mart, 701, George-street, at 12 o'clock, Calves, fat pigs, suckers
100 pair fat turkeys, very superior
Geese, ducks, fowls, pigeons, birds, rabbits,
Fruit, onions, potatoes, swede turnips.
At 2 o'clock, Dairy produce, comprising
50 cases roll butter, 15 kegs butter
120 cases eggs (very superior), cheese, hams
30 sides corn-fed bacon, lard, honey, wax
Hair, hides, skins, horns, tallow, &c.
Also, furniture, dresser, cooking stove
Tea canisters, boots and shoes, and sundries.

Weekly Produce Sale.

HARRISON, JONES, and DEVLIN will sell by auction, at their Produce Stores, Circular Quay, THIS DAY, Friday, September 29, at half-past 10 o'clock,
Hides, calfskins, hair, horns, bones, &c.
And at half-past 2 o'clock,
Casks tallow.
Terms, cash.

Weekly Produce Sale.

MAIDEN, HILL, and CLARK will sell by auction, at their Produce Stores, Circular Quay, THIS DAY, Friday, at half-past 10 o'clock,
Hides, calfskins
Hair, horns, bones, beeswax, &c.
And at half-past 2 o'clock,
Casks tallow.

Weekly Produce Sale.

MORT and CO. will sell by auction, at their Produce Stores, Circular Quay, THIS DAY, Friday, at half-past 10 o'clock,
Hides, horse hides
Kangaroo and wallaby skins.
At half-past 2 o'clock,
Casks tallow, cocoanut oil.
At 3 o'clock,
Horns, bones, hair, and beeswax.
Terms, cash.

WATTLE BARK.
To Tanners and others.

MORT and CO. will sell by public auction, at their Produce Stores, Circular Quay, THIS DAY, 29th September, at 2 o'clock,
78 bags wattle bark.
Terms, cash.

JOHN BRIDGE will sell by auction, at his Produce Stores, THIS DAY, at 10.30, Hides, &c.; at 2.30, casks tallow; and at 3, hair, horns, and bones.

F. L. BARKER will sell by auction, at his Produce Stores, at 11, Hides; at 2.30, Tallow.

THIS DAY, Friday,
At 11 o'clock.

To Dealers and Others.

DUNN and LISTER will sell by auction, on the premises, 107, Bathurst-street, THIS DAY, Friday, at 11 o'clock,
The stock-in-trade of a dealer, consisting of new and second-hand clothing, boots, fixtures, gas fittings, and sundries.

DUNN and LISTER will sell by auction, at their Rooms, 204, Pitt-street, THIS DAY, at 2 o'clock, Men's and women's new and second-hand clothing, boots, books, fancy goods, and sundries.

Boots and Shoes, New and Second-hand Clothing, Drapery, Jewellery, Gold and Silver Watches, &c.

ALEXANDER MOORE and CO. will sell by public auction, THIS DAY, at 11 o'clock, at the Mart, Pitt-street,
The above.

FRIDAY, 29th September.

TO WINE AND SPIRIT MERCHANTS, PUBLICANS, DEALERS, AND OTHERS.

On account of whom it may concern, at the Circular Quay Bond.

MR. M. L. SALAMON has received instructions to sell by auction, at the Circular Quay Bonded Stores, THIS DAY, the 29th instant, at 12 o'clock,
Without reserve,
Slightly damaged,
21 cases Chateau Villebois champagne.
Much damaged,
5 ditto ditto.
Terms, cash.

CONTINUATION SALE OF WOOLLENS, CLOTHING, MANCHESTER GOODS, DRESS STUFFS, HATS.

THIS DAY, Friday, 29th instant, at 11 o'clock.

To Warehousemen, Drapers, Storekeepers, and others.

CHAS. MOORE and CO. are instructed to sell by auction, at their Rooms, 167, Pitt-street, THIS DAY, Friday,
701— 12 pieces blue, grey, and brown meltons
46— 75 men's fancy light tweed trousers, assorted
50 ditto trousers and vests
120 ditto light tweed pagets
12— 10 dozen men's light ground crimean shirts
10 ditto ditto flannel undershirts
12— 1 case damask tablecloths and napkins, chair covers, hoods, Victorian tablecovers, &c.
100—150 dozen honeycomb towels, assorted
11— 70 pieces super light ground prints
51— 21 ditto 27-inch duck
55— 24 ditto 23-inch checked glasscloth
2345—160 dozen girls' striped merino hose, 3 to 6
240— 30 ditto soft felt hats, black, blue, and drab
171— 20 ditto boys' ditto
4— 25 pieces 36-inch grey domestics
6— 7 ditto 72 ditto ditto
13 ditto ditto mexicans
21— 20 ditto 36 ditto plain ginghams
238—100 ditto men's brown cotton hose.
Terms at sale.

FRIDAY, September 29.

To Furniture Dealers, Parties Furnishing, Brokers, and others.

NEW and SECOND-HAND HOUSEHOLD FURNITURE
PIANOS, HARMONIUMS, PICTURES, PLATEDWARE
GLASSWARE, CROCKERY, LUSTRES, ORNAMENTS
CHIMNEY and DRESSING GLASSES, CARPETS, MATTING
KITCHEN UTENSILS, &c., &c., &c.

FOR UNRESERVED SALE BY AUCTION.

COHEN and CO. are instructed to sell by auction, at the Bank Rooms, 336, George-street, THIS DAY, September 29, at 11 o'clock precisely,
A very large quantity of assorted household furniture and effects, &c., as follows, viz.:—
Walnut drawing-room suites, in cotelaine silks
Ditto ditto in coloured and striped reps
Dining-room suites, in mahogany and leather
Ditto ditto in cedar and horsehair
Sideboards, chiffoniers, whatnots
Couches, easy chairs, dining tables
Walnut loo tables, ditto card and occasional ditto
Cane and wood seat chairs, rockers
Iron and brass bedsteads, bedding, &c.
Pianofortes, harmoniums, music stools
Commodes, toilet tables, washstands
Chests drawers, bookcases, safes
Toilet and chimney glasses, assorted sizes
China tea services, glassware, lustres
Platedware, cutlery, pictures
Kitchen and culinary utensils, crockery, &c.
With a very large assortment of all descriptions of household furniture and effects, the whole of which will be sold
WITHOUT RESERVE.
Terms, cash.

FRIDAY, 29th September.

On account and risk of Shippers.

Ex Francisco Calderon.
JL in triangle, with — through top of triangle,
875 6 — 2 Bales CORKS
878-80— 3 ditto ditto
872-84—13 ditto ditto.

COHEN and CO. will sell by auction, at the Bank Auction Rooms, 336, George-street, THIS DAY, the 29th instant, at 11 o'clock sharp,
18 bales CORKS.
Terms at sale.

DAY and MARTIN'S BLACKING.

BRADLEY, NEWTON, and LAMB will sell by auction, at their Rooms, O'Connell-street, THIS DAY, 29th September, at 11 o'clock,
20 casks Day and Martin's blacking, A. and B.
Terms at sale.

LINEN DRILLS.

To Drapers, Warehousemen, and others.

Imperative Unreserved Sale by Auction.
FRIDAY, 29th September.

BRADLEY, NEWTON, and LAMB have been favoured with instructions to sell by auction, at their New Rooms, O'Connell-street, THIS DAY, 29th September, at 11 o'clock,
5 cases linen drills, just landed.
Bulk may be inspected at the Sale Rooms.

WOOLPACKS.

For Positive Unreserved Auction Sale.
Under Instructions from Messrs. DANGAR, GEDYE, and CO.

To Squatters, Warehousemen, Country Buyers, &c.

BRADLEY, NEWTON and LAMB have received instructions from Messrs. Dangar, Gedye, and Co. to sell by auction, at their New Rooms, O'Connell-street, THIS DAY, 29th September, at 11 o'clock,
80 bales, each 50 woolpacks, red stripe.

This parcel is well worth the attention of buyers, being for positive sale to close accounts.
Terms at sale.

On account of whom it may concern.

DAMAGED SUGARS,
Portion of the CARGO of the ARISTIDES, Briand, master, from Bourbon.

BRADLEY, NEWTON, and LAMB have been favoured with instructions to sell by auction, at their new Rooms, O'Connell-street, THIS DAY, 29th September, at 11 o'clock,
A quantity of Bourbon sugars, ex Aristides, more or less stained and damaged by sea water, as follows:—
GG—No. 1—16 bags
NN— 1—13 ditto
CC— 3—44 ditto
DD— 1—28 ditto
— 2—28 ditto
ZZ— 1—12 ditto
— 2—12 ditto
HH— 2—11 ditto
MM— 1—24 ditto
— 2—13 ditto
FF— 1—18 ditto
— 2—15 ditto
AA— 5—15 ditto
— 6—22 ditto
— 10—17 ditto
— 12—70 ditto
JJ—No. 1—24 ditto
— 4—27 ditto
— 5—27 ditto
PP— 1—12 ditto
— 2—13 ditto
— 8—20 ditto
— 10—15 ditto
— 11—15 ditto
— 12—17 ditto
Terms, cash.

FINE YELLOW CRYSTALS AND COUNTER SUGARS.
About 2000 Bags.

FOR PEREMPTORY SALE BY AUCTION.
To Close Accounts.

THIS DAY, 29th September.

To Brewers, Grocers, Country Buyers, and Others.

BRADLEY, NEWTON, and LAMB have been favoured with instructions to sell by auction, at their new Rooms, O'Connell-street, THIS DAY, 29th September, at 11 o'clock,
About 2000 bags sugar, rich golden crystals and yellow counter samples.
Terms at sale.

3 HOGSHEADS BASS'S No. 3 ALE.

On account of whom it may concern.

BRADLEY, NEWTON, and LAMB are instructed to sell by auction, at their Rooms, O'Connell-street, THIS DAY, 29th September, at 11 o'clock,
Ex Thirlmere, with all faults,
3 hogsheads Bass's No. 3 ale.
Terms, cash.

WHITE CROSS FENCING WIRE.

To Country Buyers, Ironmongers, and others.

AUCTION SALE, FRIDAY, 29th September.

BRADLEY, NEWTON, and LAMB will sell by auction, at their new Rooms, O'Connell-street, THIS DAY, 29th September, at 11 o'clock,
20 tons White Cross Company's fencing wire.
Terms at sale.

On SATURDAY next, 30th September, at 11 a.m., at the New Sale Rooms, Spring and O'Connell streets.

EXTENSIVE UNRESERVED SALE of MAGNIFICENT HOUSEHOLD FURNITURE AND EFFECTS,
comprising
Beautifully Hand-painted China
Choice Breakfast Sets
HANDSOME Dinner Services
Richly CUT GLASS
First-class ELECTROPLATE
Mahogany DINING-ROOM Furniture
ELABORATELY Carved Sideboard
Elegant DRAWING-ROOM Furniture
Superb Bohemian GLASS LUSTRES and ORNAMENTS
Brilliant-toned PIANOFORTE
Massive State BEDSTEADS
Bedroom Furniture
KITCHEN UTENSILS and Sundries.
Also,
MAGNIFICENT GRAND PIANOFORTE.

3100-gallon Strongly-built Iron Tanks.

25 EMU EGGS.

To Parties Furnishing, Furniture Dealers, and others.

BRADLEY, NEWTON, and LAMB have been favoured with instructions to sell by auction, at their Rooms, Spring and O'Connell streets, on SATURDAY next, 30th September, at 11 a.m.,
The above elegant household furniture and effects.
Terms, cash.

PRELIMINARY NOTICE.

IMPORTANT FINE ART SALE, on WEDNESDAY, 4th October, at 11 a.m., at the New Sale Rooms, Spring and O'Connell streets.
CHOICE COLLECTION of AMERICAN OIL PAINTINGS of AMERICAN SCENERY, by artists of great fame.
BEAUTIFUL OIL CHROMOS, after the most popular American and European Artists.

BRADLEY, NEWTON, and LAMB have been favoured with instructions to dispose of, by public auction, at their New Sale Rooms, Spring and O'Connell streets, on WEDNESDAY, 4th October, at 11 a.m.,
The above.
. The pictures are hung; ready for inspection THIS DAY, from 9 a.m.
☞ Highly descriptive catalogues can be procured at once on application.

BOOTS AND SHOES. BOOTS AND SHOES.
TO THE BOOT AND SHOE TRADE, DEALERS, AND OTHERS.

MR. M. MOLONY has been favoured with instructions to sell by auction, at his Room, 239, George-street, on MONDAY next, 2nd October, at 11 o'clock prompt,
The above.
Terms, liberal, at sale.

FRIDAY, 29th instant.

To Boot and Shoe Manufacturers, Dealers, and others.

In the assigned estate of THOMAS ORR and SONS, Botany Road, Redfern.

Eccentric Cutting Press, by Dewsbery
Ditto ditto ditto, by Tomlin and Son, nearly new
Large pair Leather Rollers
Sole and Heel Knives
Iron and Wooden Lasts
Sole Leather and Cut Uppers
Men's, Women's, and Children's Colonial and imported Boots and Shoes
Glass Cases, Drawers, Gasfittings, Fixtures, &c., &c.

MR. M. MOLONY is favoured with instructions from the Trustees of the assigned estate of Thomas Orr and Sons to sell, on the premises, as above, THIS DAY, the 29th instant, at 11 o'clock prompt,
The whole of the manufacturing plant, and stock-in-trade of choice boots and shoes in the above estate.
The sale will commence at 11 o'clock prompt,
IN THE FACTORY,
after which will be sold the entire stock of English, Continental, and Colonial manufactured
Boots and Shoes
Fixture and fittings, &c., &c.
Terms at sale.
Positively no reserve.
A prompt attendance of buyers will oblige, to enable the auctioneer to clear the whole estate in the day.

PAINTS, &c.,
ex ——, from LONDON.

On account of whom it may concern.

BY ORDER OF THE CONSIGNEES.

GILCHRIST, STUBBS, and WESTON will sell by auction, at the Rooms, THIS DAY, 29th September, at 11 o'clock,
98 packages of paints, comprising:—
GENUINE RED and WHITE LEAD
WHITE LEAD, No. 1
VENETIAN RED
ZINC WHITE
UMBERS
YELLOWS
BLACKS
GREENS
PATENT DRYERS
BLUES
DRY COLOURS
PUTTY
YELLOW OCHRE, &c.
COLZA OIL, in drums.
Particulars at sale.

CHOICE FANCY GOODS.

MR. CHARLES TEAKLE has been instructed to sell by auction, at his Rooms, 7, Wynyard-street, THIS DAY, at 11 o'clock,
An invoice of presentation albums, fitted travelling bags, jewel and card cases, &c.
Terms at sale.

With all faults,
2 Cases Framed ENGRAVINGS and Photo. FRAMES.

At half-past 10 o'clock.

MR. CHARLES TEAKLE will sell by auction, at his Rooms, THIS DAY, at half-past 10 a.m.,
The above.
Terms, cash.

To Ironmongers, Storekeepers, Dealers, and others.

THIS DAY, September 29th.

Round Galvanized Iron Tubs, in nests
Galvanized Buckets, 11, 12, 13 inch, Seamed
Camp Kettles, 2 to 10 quarts
Oval Teapots, 5 to 8 pints
Round and Oval Baking and Milk Dishes
Cullenders, Wash Basins, Diggers' Bailers, Dippers
Colonial Ovens, 18 x 9 to 24 x 14.

MR. CHARLES TEAKLE is instructed to sell by auction, at his Rooms, 7, Wynyard-street, THIS DAY, at 11 o'clock,
An extensive assortment of the above.
Terms at sale.

To Fancy Warehousemen, Country and Island Buyers, Opticians, Ironmongers, and others.

THIS DAY, September 29.

MR. C. TEAKLE is instructed by the importers to sell by auction, THIS DAY, at 11 o'clock,
7 cases assorted vases
1 case violins, piccolos, &c.
1 ditto card cutlery, assorted
1 ditto English pocket cutlery, 1, 2, and 4 blades
1 ditto Bleckmann's scissors
1 ditto ladies' silver-framed black velvet bags
1 ditto stereoscopes and slides
1 ditto albums, opera glasses.
Also, on account of the consignors,
LB.
1 case, 125 dozen, black bugle bead necklaces.
Terms at sale.

Silver Geneva Hunting Watches
Ladies' Open-face Silver and Gold Watches
Gold Studs, Suites, Crosses, Lockets, Rings
Gold Brooches, Ladies' Gold Chains, Silver Brooches

THIS DAY, at 12 o'clock.

MR. CHARLES TEAKLE has been favoured with instructions from the importers to sell by auction, at his Rooms, THIS DAY, at 12 o'clock,
An invoice of the above.
Terms at sale.

Continuation of Sale.

In the Insolvent Estate of HENRY SAMUEL, of George-street, Earthenware Dealer.

SALE of the ENTIRE STOCK-IN-TRADE of CHINA, GLASS, EARTHENWARE, &c., of the above Insolvent.

FRIDAY, 29th September, at 11 o'clock, on the Premises, 782, George-street.

By order of A. SANDEMAN, Esq., Official Assignee.

L. E. THRELKELD will sell by auction, on the premises, George-street, THIS DAY, 29th September, at 11 o'clock,
The stock-in-trade of china, earthenware, and glass.
The stock is being arranged in convenient lots to suit the wants of all buyers.
No reserve.
Terms, cash.

DRESSED and UNDRESSED RICHMOND PINE.

The Entire Cargo of Superior Pine ex Octoroon.

For Positive Sale, on Street's Wharf, MONDAY AFTERNOON, October 2, at 3 o'clock.

To Timber Merchants, Builders, Contractors, and the Trade generally.

INCH DRESSED T. and G. FLOORING BOARDS
INCH WIDE ROUGH BOARDS
¾-INCH ditto ditto
⅝-INCH ditto ditto.

L. E. THRELKELD has received instructions from Messrs. Ernest Carter and Co. to sell by auction, at Street's Wharf, on MONDAY, October 2, at 3 o'clock,
The entire cargo of the Octoroon, just arrived, with a very choice selected cargo of
Inch T. and G. dressed flooring boards
Wide inch boards
Ditto ¾-inch ditto
Ditto ⅝-inch ditto.
Full particulars at sale.
Terms at sale.

SCHOONER PROMPT.

FOR POSITIVE UNRESERVED SALE.
On account of the Underwriters.

At the City Mart, on MONDAY, October 2, at 11 o'clock.

L. E. THRELKELD will sell by auction, at the Rooms, on MONDAY, October 2, at 11 o'clock,
The schooner Prompt, built of English oak and white elm, recently had new top sides, covering boards, stanchions, and decks; standing and running gear good as new; sails equal to new.
☞ The vessel is now lying at Warburton's Wharf, where intending purchasers may inspect her prior to sale.
Terms liberal.

BURWOOD. BURWOOD.

IMPORTANT LAND SALE.
MOUNT PLEASANT.
A CHANCE NOW TO SECURE SOME OF THE FINEST POSITIONS IN THE MUNICIPALITY, close to the Station.
ALL THE HIGH LAND BETWEEN BURWOOD HOUSE and the RAILWAY LINE.
ON VERY LIBERAL TERMS.

SIXTY ALLOTMENTS OF THE ORIGINAL SUBDIVISION OF SECTIONS 3 and 4 of the BURWOOD ESTATE, NEAR the STATION, on the NORTH SIDE.

SELECTED at the SALE in 1855, and since reserved.

BOWDEN and MILLS are instructed to sell the whole of this valuable property by auction, on the land, on SATURDAY, the 30th September, at 3 p.m. prompt, on very liberal terms, and in lots as originally offered to the public 21 years ago.

In SECTION 3 are 6 lots fronting Railway Crescent, 35 to 40 feet wide by 100 feet deep.

12 LOTS, each 40 feet to JOHN-STREET, by 105 feet deep, on the same block as Messrs. Bubb, Hebblewhite, Smith, and others, whose frontages are to River View-terrace.

Adjoining these lots are 12 others of the same dimensions, with frontages to Burwood-street. Purchasers might secure frontage to two streets, a depth of 210 feet, and any width they wish.

In SECTION 4 there are 10 allotments, fronting BURWOOD-STREET, 100 feet deep, none less than 40 feet frontage.

At the rear of these and adjoining them are 8 allotments, 100 feet deep, with frontages to Mount Pleasant Avenue, of not less than 40 feet.

Double allotments in length, with any consecutive numbers in width, might be secured in this block as in section 3.

In SECTION 4 are 9 allotments, fronting Railway Crescent, overlooking South Burwood, each 100 feet deep, from 35 to 45 feet frontage. In this section are 3 allotments 100 feet deep to Driver's Road, as a western boundary, with frontages eastward to Mount Pleasant Avenue, as shown on the original plan of subdivision.

FOUR allotments have double frontages, being corner allotments, bounded on the north by Mary-street, from 100 to 105 feet each.

The auctioneers wish to direct public attention to this sale as being the most important yet submitted in this highly-prized suburb. The situation is pleasing and healthy, on the highest land that side of the railway line, ensuring good drainage, possessing extensive views eastward towards the city, northwards towards Concord, and on the south overlooking the cottages, villas, and public buildings in Burwood north, separated from these allotments by the railway line.

Observe—All the allotments are pegged out by a surveyor.

LITHOGRAPHS NOW READY.
FREE Railway Tickets to the Sale.

THE TITLE SATISFACTORY. Particulars respecting it can be learned on application to the Solicitors, Messrs. ALLEN, BOWDEN, and ALLEN, Elizabeth-street.

TERMS, 25 per cent. deposit, and the balance by promissory notes, at three months' date, WITHOUT INTEREST, or 75 per cent. may remain secured on the property for two years, bearing 6 per cent. from day of sale.

ON THE PREMISES, TO-MORROW, SATURDAY.

WESTWOOD COTTAGE AND LAND.
ENMORE ROAD,
MARRICKVILLE.

W. PRITCHARD will sell by public auction, ON THE PREMISES, Enmore-road, Marrickville, TO-MORROW, Saturday, at 3 o'clock,
A semi-detached weatherboard cottage, on stone foundation, having a frontage of 32 feet to the Enmore-road, by a depth of 165 feet, containing 4 rooms, 2 attics, hall, kitchen, storeroom, verandah back and front, side entrance for conveyance, garden, good supply of pure water from two tanks.
This desirable property is situate within one minute's walk of the omnibus.
TITLE UNDER TORRENS' ACT.
Terms, cash.

TO-MORROW, SATURDAY, on the GROUND,
FOUR HOUSES AND LAND,
fronting
FITZROY-STREET, and
TWENTY ALLOTMENTS OF LAND,
fronting
EDINBURGH ROAD and FITZROY STREETS,
MARRICKVILLE.

W. PRITCHARD has received instructions from Messrs. Wright, Davenport, and Co. to sell by public auction, on the GROUND, NEXT SATURDAY, 30th September, at 3 o'clock,
4 brick-built houses and land, having a frontage of 52 feet to Fitzroy-street, by a depth of 100 feet, containing each 4 rooms, verandahs back and front, situate near the residence of S. Cook, Esq., and Messrs. Wright and Davenport's factory.
Also,
20 allotments of land adjoining, having frontages of 25 feet to 30 feet each to Edinburgh Road and Fitzroy-street, by depths of 100 feet back.
Title under Torrens's Act.
LITHOGRAPHS ARE NOW READY.

TERMS OF SALE.—25 per cent. cash, the balance at 3, 6, 9, and 12 months, bearing 6 per cent. interest, or if the balance be paid within one month from day of sale, a discount of 2½ per cent. will be allowed.
☞ Harrison's omnibus will leave the rooms of the Auctioneer, 281, George-street, opposite Hunter-street, at half-past 2 o'clock, to convey intending buyers to the Ground.

THIS DAY, Friday, 29th September, at HALF-PAST 2 O'CLOCK.

HOUSEHOLD FURNITURE and EFFECTS
PONY, SADDLE, and BRIDLE,
CLEVELAND-STREET,
THREE DOORS WEST OF BAPTIST-STREET,
SURRY HILLS.

W. PRITCHARD will sell by public auction, ON THE PREMISES, CLEVELAND-STREET, THIS DAY, Friday, 29th September, at half-past 2 o'clock,
Horsehair suite, tables, chairs, pictures, tubular bedsteads and bedding, carpets, chest drawers, toilet tables, glasses, kitchen utensils, &c., &c.
Terms, cash. No reserve.

THIS DAY, THIS DAY.

ORDER OF SALE
OF
CITY AND SUBURBAN PROPERTIES
to be sold by public auction, at the Rooms, Pitt-street,
THIS DAY, FRIDAY,
at half-past 11 o'clock prompt.

ALBION ESTATE.	Albion-terrace, 5 dwelling-houses, Mary-street, between Albion and Foveaux streets, near Haymarket. Rental, £195 per annum.
NORTH KINGSTON, NEWTOWN.	Lot 50 of section 3 of this estate, fronting Denison-street, adjoining Wheeler's property.
BALMAIN EAST.	Cottage Residence and Land, Nicholson-street, opposite Mr. Rennie's residence lately occupied by Mr. Perdrian, jun.
WOOLLAHRA.	Cottage Residence, Glebe-street, off Ocean-street, between Albert-street and New South Head Road, now in the occupation of Mr. Grimrod.
SYDNEY COMMON.	Allotment, Stewart and Leinster streets, west of Regent-street, opposite Leggo's building yard, and at the rear of Tusculum House, on Park Road.

RICHARDSON and WRENCH.

UNDERWOOD ESTATE,
PADDINGTON.
32 ALLOTMENTS
fronting Point Piper Road, Paddington and Windsor streets.
will be sold by public auction,
ON THE GROUND, TO-MORROW, SATURDAY,
at 3 o'clock.
Full particulars appeared in Wednesday's HERALD, and will appear in next Saturday's issue.
TITLE—TORRENS'S ACT. Plan at the Rooms.
RICHARDSON and WRENCH.

TO-MORROW AFTERNOON.

IMPORTANT NOTICE.
NO RESERVE. NO RESERVE.
On easy terms of payment, or a liberal allowance will be made to cash purchasers.

AUCTION SALE.
ON THE GROUND.
TO-MORROW (SATURDAY) AFTERNOON,
at 3 o'clock.

THE LONGUEVILLE ESTATE, LANE COVE RIVER, at the STEAMERS' WHARF, opposite HUNTER'S HILL, within 25 minutes' pleasant sail by steamer of the CITY.
It is subdivided into
CHOICE VILLA SITES and Allotments, having frontages to 66-feet STREETS, and to the WATERS of LANE COVE, with good depths.
The lots are well marked out on the land, and the streets all cleared, so that intending purchasers can, without difficulty, make their selections.

The LANE COVE STEAMERS, on their hourly trips to and from the city, call at the LONGUEVILLE WHARF to take up and put down passengers during the day, and up to a late hour at night.

RICHARDSON and WRENCH have received instructions to sell by public auction, ON THE GROUND,
TO-MORROW (Saturday) AFTERNOON,
at 3 o'clock,
CHOICE MARINE VILLA SITES on the above estate.
LITHOGRAPHS NOW READY.

A steamer leaves the Circular Quay, foot of Pitt-street, at half-past 2 o'clock To-morrow (Saturday) Afternoon, to convey intending purchasers, free of charge.

TERMS VERY LIBERAL: 10 per cent. cash deposit, residue credit at 6 per cent. per annum; or a LIBERAL ALLOWANCE WILL BE MADE TO CASH PURCHASERS.
REFRESHMENTS PROVIDED.

TITLE, TORRENS' ACT.

BURWOOD.

CORNER BLOCK of LAND, LIVERPOOL ROAD and PUNCHBOWL ROAD, next to the WOODCUTTERS' ARMS INN, and close to the residence and grounds of R. WYNNE, Esq., J.P.
It has 79 FEET frontage to the LIVERPOOL ROAD, 52½ FEET to PUNCHBOWL ROAD, with a depth of 165 FEET, and a width at the rear of 26½ FEET, being lot 5 as per plan of NICHOLAS BRAY'S SUBDIVISION.

RICHARDSON and WRENCH have received instructions to sell by public auction, at the Rooms, Pitt-street, on FRIDAY, 6th October, at 11 o'clock,
The above-described block of land, to the highest bidder.
Plan at the Rooms.
Terms at sale.

CITY FREEHOLDS.

KENT-STREET NORTH.
KIPPAX-STREET, ALBION ESTATE.

RICHARDSON and WRENCH have received instructions to sell by public auction, at the Rooms, Pitt-street, on
FRIDAY, 6th October, at 11 o'clock,
Lot 1.—KENT-STREET NORTH.
TERRACE OF FOUR DWELLING HOUSES, fronting a road off KENT-STREET NORTH, a few feet south of ST. BRIDGET'S SCHOOL, between Crescent and Argyle-streets, and opposite the OBSERVATORY RESERVE.
They are built of brick (cemented in front and side) on stone foundations, slated roofs, and contain each balcony, 4 rooms, and wash-shed, with yards, &c, connected with the sewer at rear.
The LAND is lots 5, 7, and 9 of Agar's sub-division and has 51 FEET frontage.
RENTAL, £3 per week; or £156 per annum.
. This property, from its position being close to the wharfs and shipping, will always command constant tenants, and realise good rentals. From the front and back of the houses is a fine view of the harbour, Pyrmont, and Balmain.

Lot 2.—KIPPAX-STREET, ALBION ESTATE.
SIX recently-erected DWELLING HOUSES, in KIPPAX-STREET, ALBION ESTATE, a few yards east of ELIZABETH-STREET SOUTH.
They are built of brick (cemented in front) on stone basements, slated roofs, and contain each balcony front and back, 4 rooms, kitchen, and cellar, large yard, &c., connected with sewer at rear.
The LAND comprises lots 14 to 17 of section V of the Albion Estate, and has 64 FEET frontage to KIPPAX-STREET, with a depth of 80 FEET extending to a lane at the rear.
RENTAL, £4 10s per week, or £234 per annum.
. This property is well situated, on the Albion Estate, close to Elizabeth-street, Belmore Park, and the Haymarket. The houses have recently been erected, and are neatly finished throughout. They can be recommended as a good paying investment.
Plans at the Rooms. Terms at sale.

PRELIMINARY ADVERTISEMENT.

GWYDIR DISTRICT.

MAGNIFICENT CATTLE STATIONS.
COORAR and CARRAN.

G. M. PITT and SON have received instructions from Samuel Hoskisson, Esq., to sell by auction, at the Exchange, Sydney, early in November next,
The above splendid pastoral property, together with the herd of cattle belonging thereto, and estimated at 8000 head.
It joins the celebrated runs, Messrs. Onus and Towns' Mitkin, A. A. Adams' Welbon, Doyle's Whalan, and Dunn's Cowbail.
Full particulars will be published in future advertisements.
Inspection is invited.
G. M. PITT and SON.

In the Supreme Court of New South Wales.
Sheriff's Office, 28th September, 1876.
BOOTY v. COLLINGWOOD.

ON MONDAY next, 2nd October, at 12 noon, on the Premises occupied by the defendant, Bourke-street, Surry Hills (unless the above warrant is previously satisfied) the Sheriff will cause to be sold by public auction,
A quantity of household furniture and effects.
Terms, cash.
HOLDSWORTH and BROWN, Plaintiff's Attorney.

National Library of Australia http://nla.gov.au/nla.news-page1439729

FUNERALS.

THE FRIENDS of the late Mr. MARTIN CRONIN are invited to attend his Funeral; to move from his late residence, George-street, Waterloo, THIS (Friday) AFTERNOON, at quarter to 2 o'clock, for the Necropolis. J. and G. SHYING and CO., Undertakers, 120, Oxford-street; 719, George-street South.

H. A. C. B. SOCIETY, ST. BENEDICT'S BRANCH, No. 80.—The MEMBERS of the above Branch, and of the various Branches, are requested to attend the Funeral of our late departed Brother, MARTIN CRONIN; to move from his late residence, George-street, Waterloo, THIS AFTERNOON, at half-past 2 o'clock, to Necropolis. M. CONDON, Secretary.

THE FRIENDS of Mr. JOHN WILKINSON are invited to attend the Funeral of his deceased FATHER, John; to move from the Sydney Infirmary, THIS (Friday) MORNING, at half-past 8 o'clock, for the Necropolis. J. and G. SHYING and CO., Undertakers, 719, George-street South; 120, Oxford-street.

THE FRIENDS of Mr. A. S. APPLETON are respectfully invited to attend the Funeral of his beloved SON, George Henry; to move from his residence, Erskine-street, on SATURDAY AFTERNOON, at 2 o'clock, to the Necropolis. W. STEWART, Undertaker.

THE FRIENDS of Mr. DAVID DUNK, Senior, are invited to attend the Funeral of his deceased SON, Henry; to move from the Infirmary, THIS (Friday) AFTERNOON, at 3 o'clock, to Devonshire-street Cemetery. C. KINSELA and SONS, Undertakers.

THE FRIENDS of Mr. DAVID DUNK, Jun., are invited to attend the Funeral of his deceased BROTHER, Henry Dunk; to move from the Infirmary, THIS (Friday) AFTERNOON, at 3 o'clock. C. KINSELA and SONS, Undertakers.

THE FRIENDS of the late Mr. T. F. GIBBONS, Sen., are invited to attend his Funeral; to move from his late residence, 329, Victoria-street, Darlinghurst, THIS AFTERNOON, at 2 o'clock, to Necropolis. C. KINSELA and SONS, Undertakers.

THE FRIENDS of Mr. JAMES LAMB are respectfully invited to attend the Funeral of his late beloved DAUGHTER, Annie G.; to move from his residence, Sophia-street, off Riley-street, Surry Hills, THIS AFTERNOON, at 2 o'clock, to the Necropolis. C. KINSELA and SONS, 118, Oxford-street, and George-street.

AMUSEMENTS.

THEATRE ROYAL.

THIS (Friday) EVENING, 29th September, 1876.
CHARLES BRIGHT
CHARLES BRIGHT
CHARLES BRIGHT
in his
BRILLIANT LECTURE SATIRE
BRILLIANT LECTURE SATIRE
BRILLIANT LECTURE SATIRE
A RACE OF BARBARIANS
A RACE OF BARBARIANS
A RACE OF BARBARIANS,
pronounced the MOST TELLING, HUMOUROUS LECTURE OF THE DAY.
Prices of admission: PIT, SIXPENCE; stalls and family circle, 1s; dress circle, 2s 6d.
Tickets at Clarke's.

FRIDAY EVENING—CHARLES BRIGHT, LECTURER and HUMOURIST.

FRIDAY EVENING—A RACE OF BARBARIANS.

THEATRE ROYAL.

TO-MORROW EVENING, September 30, 1876.

DANDENONG RELIEF FUND.
DANDENONG RELIEF FUND.
DANDENONG RELIEF FUND.

Under the patronage and in the presence of the Mayor, Aldermen, Consuls, and the various Volunteer Fire Companies, and the Mercantile Gentlemen of the city.

The MORTON DRAMATIC SOCIETY will give a performance in aid of the above fund.

An address presented for the occasion by E. LEWIS SCOTT, Esq., will be delivered by a member of the above society.

A testimonial will also be presented to Captain J. WALKER, of the barque Albert William, by the members of the above society.

The HEAD-QUARTERS BAND have kindly given their services, and will play a selection from Ricci's Opera, CRISPINO E LA COMARE, under the direction of Lieutenant CALLEN.

The following great Artists have given their services, and will appear during the evening:—
Miss YOUNG and Mr. CHAPLIN,
in the Cottage scene from the LADY OF LYONS.
Mr. THORNE and Mr. BARTLETT,
in the leek scene from HENRY V.
To be followed by
The German Glee Club in their new chorus.
Mr. G. Wangenheim in his entirely new entertainment, entitled HOI POLLOI.
The Italian Choral Society in their great chorus from AS YOU LIKE IT.
The performance will commence with J. Byron's serio-comic drama

DEARER THAN LIFE.
Caste of characters:

Michael Garner.......................Mr. E. A. Webster
Uncle Ben (his elder brother) ......Mr. J. R. Richardson
Charlie, Michael's son ....Mr. W. Small
Bob Gassett ....Mr. T. W. Furse
Old Bolter, with song ....Mr. N. Cohen
Mr. Kodgley ....Mr. A. A. Scott
Mr. Chigley ....Mr. Thompson
Mrs. Garner...............................Miss Kate Arden
Lucy, her niece ....Miss Rogers
Mrs. Pillet ....Miss M'Keown.

Doors open at half-past 7, performance will commence at 8 o'clock sharp.

PRICES OF ADMISSION:
Private boxes, £2 2s; dress circle, 5s; stalls, 3s; upper circle, 2s; pit, 1s.
Seats reserved at J. R. Clarke's, 317, George-street, where plan of Dress Circle is now on view.
Free list entirely suspended, Press excepted.
TICKETS EVERYWHERE.
A. A. SCOTT, Hon. Sec. to general Management.
H. HAINS, Hon. Sec. to Committee.
N.B.—On account of indisposition of Mr. George Rignold, he will not be able to appear on Saturday evening.
A. A. SCOTT, Hon. Sec.

THEATRE ROYAL.

Lessee .... Samuel Lazar.
Acting Manager........... J. R. Kitts.

FAREWELL ENGAGEMENT
of the celebrated character comedian,
J. K. EMMET
J. K. Emmet
J. K. Emmet
J. K. Emmet,
who will have the honour of making his re-entrée on
SATURDAY EVENING, October 7,
in an entirely new and original musical and romantic drama, entitled
JAN,
THE NEW GERMAN;
or,
THE SWISS AVALANCHE.
JAN............................... Mr. J. K. EMMET.
Supported by the full strength of the Melbourne Opera House Company.
Full particulars in future advertisements.

RYDE RACES.
To be held on SATURDAY, 30th September,
on the Eastwood Course.
Judge—Hon. J. S. Farnell.
Stewards:
Messrs. R. R. Terry, E. M. Betts, G. Herring, H. Watts, E. Terry, and J. J. Taylor.
First Race to start at 1 p.m.
There are five races, two of which are Cross-country Steeplechases; the whole of the jump can be seen from the course.
Persons driving from Sydney turn off the Parramatta Road to the right at Iron Cove Bridge, and keep the main road through Gladesville.
Steamers leave the foot of King-street for Ryde on the day of Races, at 9, 10, 11, and 12, and return every hour.
Conveyances will ply from the Ryde Wharf to the Racecourse.

REDFERN C. C.—Match resumed, 2.15 p.m. G. GARTON, E. J. HANIGAN, Joint Hon. Secs.

RESERVOIR C. C. v. VICTORIA C. C.—Meet on Moore Park 2.30 p.m.—Messrs. Fowler, Waters (2), Blanchfield, Johnson, Taylor, Wilson, Roberts, H. Walters, Coberoft, Cureton, Robertson, Howell.

BELVIDERE CRICKET CLUB.—PRACTICE in the Domain, on MONDAY, 2nd October. Subscriptions are now due.
HERBERT A. HOLDEN, Hon. Secretary.

DARLINGTON C. C. 2nd Eleven v. Brisbane C. C.—Bonner, E. Burton, Copeland, Evans, Gribble, Jarvis, Lees, T. Loveridge, Lynch, Ware, W. Westman. Emergencies: Miller, J. Burton, Victoria Park, half-past 2.

ULTIMO Cambridge C. C. v. HERALD Office C. C., on Camperdown. 2nd v. 2nd St. Peter Surrey, Ultimo.

CARLINGFORD CRICKET CLUB. — Scratch Match at Randwick, TO-MORROW. Omnibus will leave Pitt and King streets, at 1.30 p.m.
E. B. LUMSDAINE, Hon. Secretary.

NORWOOD CRICKET CLUB.—2nd eleven disengaged through the season. E. Parkinton, hon. sec.

NORWOOD CRICKET CLUB.—The opening of their new ground, Battersea Park, will take place on SATURDAY next.
All members are particularly requested to attend to take part in practice match.
R. PARKINSON, Hon. Sec.

VICTORIA THEATRE.

THIS (Friday) EVENING, September 29th, and EVERY EVENING and SATURDAY MATINEE, 2.30.
Every Evening and Saturday Matinée, 2.30.
Every Evening and Saturday Matinée, 2.30.
The famous
ROYAL ILLUSIONISTS
Royal Illusionists
Royal Illusionists
in their Mysterious and Startling
WONDERS
Wonders
Wonders.

SYDNEY TAKEN BY THE STORM
Sydney taken by the Storm.

HOUSES CROWDED NIGHTLY
Houses Crowded Nightly.

EVERYBODY SURPRISED
Everybody Surprised.

EVERYBODY DELIGHTED
Everybody Delighted.

The Talk of the City.
HAVE YOU SEEN THE WONDERFUL
LING LOOK
Ling Look
Ling Look?
in his
SWORD AND FIRE ILLUSIONS,
Sword and Fire Illusions.

Have you seen
KELLER'S FLYING CAGE,
Keller's Flying Cage,
Keller's Flying Cage,
the most marvellous feat ever accomplished by any living Prestidigateur.
CUNARD and YAMADEVA'S
Cunard and Yamadeva's
wonderful
SPIRITUAL SEANCE,
Spiritual Seance,
Spiritual Seance,
being in all one of
THE MOST WONDERFUL ENTERTAINMENTS EVER GIVEN.

Secure your seats during the day, and avoid the crush at night.
Box office now open at Elvy and Co.'s.
Tickets for all parts of the house on sale in the Theatre vestibule, from 11 a.m. to 4 p.m. Carriages at 10.

MONDAY EVENING, October 2,
GRAND GALA PERFORMANCES,
under the patronage of
His Excellency Sir H. ROBINSON, K.C.M.G.,
and in presence of the
Hon. Lady ROBINSON and Suite.

VICTORIA THEATRE.

SATURDAY AFTERNOON, September 30th, 1876, at 2.30.
SATURDAY AFTERNOON, September 30th, 1876, at 2.30.

Grand Family Matinee at 2.30
Grand Family Matinee at 2.30
Grand Family Matinee at 2.30
of the
of the
FAMOUS ROYAL
ILLUSIONISTS.
Famous Royal Illusionists
Famous Royal Illusionists
Famous Royal Illusionists
in their mysterious and startling
Wonders
Wonders
Wonders.

Bring the Little Ones
Bring the Little Ones
Bring the Little Ones
Bring the Children
Bring the Children
Bring the Children
To see these Wonderful Artists
To see these Wonderful Artists
To see these Wonderful Artists.

PRICES FOR MATINEE:
Dress Circle, 3s
Dress Circle, 3s
Dress Circle, 3s
Stalls, 2s
Stalls, 2s
Stalls, 2s.
Pitt and F.C., 1s
Pitt and F.C., 1s
Pitt and F.C., 1s.

Doors open at 2
Doors open at 2
Doors open at 2.
Finish at 4.15
Finish at 4.15
Finish at 4.15.

In time to leave by all
Suburban Trains and Boats
Suburban Trains and Boats
Suburban Trains and Boats.

Box Plan at Elvy and Co.'s.

QUEEN'S THEATRE.

ANOTHER HIT.

THIS (Friday) EVENING, September 29,
the Charming Actress,
RENA,
will, by general request, repeat her beautiful impersonation of the Irish Girl,
ARRAH,
in the Great Irish Drama of
ARRAH NA POGUE,
revived at this popular Theatre last night with
DEMONSTRATIONS OF DELIGHT.
FRED. G. MAEDER as.......................FEENEY.
Endorsed by public opinion as a rare bit of characterisation.
B. N. JONES as .... SHAUN, THE POST.
All the Queen's Dramatic Company.
CHARACTERISTIC NEW IRISH SCENERY, and EFFECTS.
Only this one night of ARRAH.
SATURDAY—THE OCTOROON,
One night only.
MONDAY—3 CHRISTMAS NIGHTS,
Re-engagement of RENA and MAEDER.
Secure your tickets at Kirby's, and avoid the crush at night.

MASONIC HALL.

SATURDAY, 30th September, 1876, at 3 o'clock.

GIORZA'S GRAND MATINEE CONCERT.
GIORZA'S NEW MASS.

FULL REHEARSAL (vocal and instrumental) at THEATRE ROYAL, at 2 p.m., THIS DAY, Friday.

Reserved seats can be secured at Paling's.
Front seats, 5s; family ticket, to admit four front seats, 15s; back seats, 3s; balcony, 2s.
Doors open at 2.30; commence at 3 o'clock.
Carriages may be ordered for 5.15.
NOTICE.—For particulars of Programme see to-morrow's HERALD.

PRO BONO PUBLICO.

MITCHELL'S ANNUAL PICNIC.

GRAND HOLIDAY EXCURSION, 200 MILES, for 10s, or first-class carriage 15s.

Arrangements having been made for holding this popular picnic on MONDAY, October 2, 1876, a train has been engaged for a trip from
SYDNEY to LITHGOW VALLEY and back.
An opportunity will thus be placed within the reach of all to view the magnificent scenery of the Blue Mountains, the stupendous engineering difficulties surmounted by the two Zigzags in ascending and descending the lofty ranges; is also to inspect the Western Collieries, the Iron and Copper Smelting Processes, Mort's Freezing Works, and all the other industries which are springing up in Lithgow Valley—the future Birmingham of the Australian colonies.
The train will leave Redfern at 6.20; Newtown, 6.30; Petersham, 6.40; Ashfield, 6.50.
For further particulars apply J. MITCHELL, Royal Arcade, George-street.

CARPENTERS and JOINERS are requested to attend at Belmore Park, on MONDAY, October 2, at half-past 8 a.m., to take part in the Eight Hour Demonstration. Members of the Progressive Society are informed that there will be no meeting till the 16th.
W. ELLIS, Secretary.

ST. BENEDICT'S CHORAL SOCIETY.—Full attendance requested THIS EVENING, 8 sharp.

SOUTH SYDNEY CRICKET CLUB.—Practice on Moore Park, TO-MORROW. Please attend.

CHIPPENDALE C. C. 1st v. WILLOW C. C. 2nd v. CAMBRIDGE C. C.—Meet on own Ground, 2.30 TO-MORROW. General Meeting Monday night. Every member attend.

NORTH SYDNEY C. C.—Practice, To-morrow Afternoon, Moore Park. Opening match, 7th October.

FITZROY 1st and REDFERN CAMBRIDGE.—Members meet Liverpool and George streets, 2 sharp. 2nd Eleven v. Windsor.—Moore Park, 2.30 sharp.
W. J. M'CLENAHAN, Hon. Sec.

CONSERVATIVE C. C. v. EASTERN C. C.—Alliance ground, 2.15 sharp. W. G. ARMYTAGE, Sec.

TRICKETT C. C.—Meet for practice, SATURDAY, Victoria Park, 2.30. P. BROWN, Hon. Secretary.

SCHOOL OF ARTS.

FAREWELL WEEK.
POSITIVELY POSITIVELY
LAST WEEK LAST WEEK
CLOSING SATURDAY, September 30.

Houses crowded nightly.
Great interest manifested to see
HOWORTH'S
ORIGINAL
HIBERNICA,
IRISH CHARACTER,
and COMEDY COMPANY.

IRISH SCENERY,
SONGS, DANCES,
WIT, and HUMOUR.

MID-DAY PERFORMANCE ON SATURDAY, at 2.30 p.m.

PROGRAMME CHANGED THIS WEEK.

Admission: 3s, 2s, and 1s.
Seats can be secured at Kirby's Bookseller, Pitt-street.
J. HOWORTH ....Manager.

SCHOOL OF ARTS.

POSITIVELY LAST NIGHT BUT TWO
of the
HIBERNICA.

MATINEE,
SATURDAY AFTERNOON, 30th September.
Every child receives a present.
Admission—Children, 6d; adults, 1s.
Doors open at 2, commence at 2.30.

The ENTERTAINMENT POSITIVELY CLOSES SATURDAY NIGHT, 30th September.
JOHN HOWORTH, Manager.

SONS OF TEMPERANCE TEA MEETING and CONCERT, at Temperance Hall, TO-NIGHT.
Tea on the table at 6.30.
After tea—first part, Sacred Concert; second part, Addresses, Concertina Solo, and Secular Music.
Tea and concert, 3s. Concert only (to commence at 8 o'clock), 1s.
P. R. HOLDSWORTH, M.W.S.
W. LANGFORD, G.S., No. 1.
T. GLASSOP, G.S., No. 9.

SCHNAPPER FISHING.—Steamer FLEETWING will leave Circular Quay at 1.15 on SATURDAY. A limited number of tickets may be purchased at EASTWAY'S, George-street; or KOHLER'S, Hunter-street.

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THE COURSE AND FIELD
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ENGLISH and French PIANOS and American Organs, for SALE. Edwards, Dunlop, and Co., 144, Pitt-st.

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We have several Grand Pianos by eminent makers
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OUR INSTALMENT SYSTEM,
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THE LARGEST ASSORTMENT
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Upwards of 100 INSTRUMENTS always on VIEW, from SIX GUINEAS to £130.

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READ and CO. have PIANOS at the lowest prices in Sydney. Sound instruments only sold.

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FOR SALE, first-class HARMONIUM, twelve stops. Apply 29, Regent-street.

A LADY wishes to SELL square Piano, by Tomkison, £12. Cards. Rose, chemist, Brickfield-hill.

BUSINESSES FOR SALE.

TO BE DISPOSED OF, ONE OF THE OLDEST FURNITURE WAREHOUSES IN THE COLONY, ESTABLISHED 1852.
The undersigned, having determined to retire from business, is prepared to receive offers for the Goodwill of the Business, together with the remaining portion of the Stock.
It is unnecessary to mention the advantages of the above establishment, being so thoroughly well known to the country and town community, from its central position in this city, and its unrivalled trade for years past.
The premises are very extensive and well adapted for any large wholesale or retail business.
Full particulars may be obtained by applying to
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FOR SALE, a first-class Butchering BUSINESS, in town. F. PIERCE, Hotel Broker, Mort's-passage.

BERLIN WOOL and FANCY BUSINESS in Goulburn, for SALE, suitable for two ladies; price moderate. Particulars on application to H. B. WATTS, Auctioneer, Goulburn.

FOR SALE, Suburban HOTEL, 3 years' lease; £80 cash required. HACKET, 160, Pitt-street.

FOR SALE, snug HOTEL, Goulburn-street; assistance given to purchasers. T. BUTTS, 129, King-street.

FOR SALE, Suburban HOTEL; 5 years' lease; rent, £2; price, £170. HACKET, 160, Pitt-street.

FOR SALE, Grocery and Fruit BUSINESS; £30. Apply J. HACKET, 160, Pitt-street.

HOTEL, good business, city, low rent; stock at valuation. Address Central, HERALD Office.

FOR SALE, a manufacturing BUSINESS—Cordial, &c.; has very good connection. Satisfactory reasons given for disposing of it. Apply, giving name and address, to A. Y. HERALD Office.

FOR SALE, whole or half-share in Cordial BUSINESS. Good chance small capitalist. May, 111, Elizabeth-st.

FOR SALE, several large and remunerative country HOTELS; easy terms. Moss and Co., 410, Geo.-st.

FOR SALE, a small GROCERY BUSINESS. Apply 23, Athlone-place, off Parramatta-street.

FOR SALE, the STOCK-IN-TRADE and LEASE of an old-established Furniture Warehouse lately occupied by Burfield and Co., next to Tattersall's, Pitt-street. Apply BUTLER, BROTHERS, Park-street.

FOR SALE, Fruit and Confectionery Business, King-street; stock, fixtures, &c., £60. 149, King-street.

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NO OFFENSIVE SMELL results by using HILL'S MAGIC VERMIN KILLER, as is the case with other nostrums. MICE die on the spot; RATS run for water and DIE FROM HOME. It is equally destructive to all kinds of vermin. Sold in 1s packets, posted for seven 2d stamps. A. CUBITT, Bridge-street.

FOR SALE, Kangaroo DOG, guaranteed to catch and kill single-handed. 534, Bourke-street, Surry Hills.

TANKS, 400 gallons, best London make, on SALE. J. T. and J. TOOHEY, Brewery, Elizabeth-street.

SOMETHING CHEAP FOR SALE.—
Wire MEAT COVERS, 1s each
Good CANARY Cage, 2s 6d
Good PARROT Cage, 2s 6d
Very superior 4-bottle plated CRUET, 7s 6d, and 50 patterns to choose from
Wire NETTING, 4d per yard.
EASTWAY, BROTHERS, 417, George-street.

MEAT SAFES.—Hanging wire Meat Safes, Eastway's improved. Eastway, Brothers, 417, Geo.-st.

FISH TRAPS that will catch them; Eastway's improved. Eastway, Brothers, 417, George-street.

RATS, RATS.—Try our improved Rat Traps, that will catch them. Eastway, Brothers, 417, Geo.-st.

HORSES and CARTS wanted, for removing sand. James Jones, Bathurst-street.

SPECTACLES, 1s; Brazilian Pebbles made to order. Mr. SOLOMAN, qualified Optician, 689, George-st.

SPECTACLES, fine steel frames, with crystal lenses, from 3s 6d to 5s 6d per pair. ELLIS, 220, Pitt-street.

THE Highest Price given for Left-off Clothing. Letters attended to, Mr. Phillips, 20, Pelican-st., Oxford-st.

THE highest price given for Ladies and Gentlemen's left-off Clothing. J. Murphy, Kent and Liverpool sts.

FOR SALE, 1 splendid FLAGSTAFF, complete. Captain ROWNTREE, Floating Dock.

WANTED, to purchase COTTAGE, 5 rooms, Glebe or Darlington. J. G. Read, 494, George-street.

WANTED, DOGS not yet registered to hurry up to Hill's, 68, Oxford-street, before it is too late.

WANTED to purchase a Publican's LICENSE. Spragg and Adams, Oxford-street.

WANTED, to buy all kinds of left-off CLOTHING. J. Williams, 115, Bathurst-street.

WANTED to buy a first-class Billiard-Bagatelle TABLE. Warwick Castle Hotel, Balmain.

WANTED to purchase a good Second-hand BAGATELLE TABLE. Address Hacket, 160, Pitt-st.

WANTED to Sell, for setting, Brahma EGGS. Alma-terrace, 208, Crown-street, Woolloomooloo.

PROFESSIONS, TRADES, ETC

DRESSMAKERS.—Wanted, ten good Skirt and Body Hands. Johnston, Nettleton, and Kingsbury, King-st.

DRAPERS.—A good JUNIOR wanted. F. M'Mahon, 654, Brickfield-hill.

DRAPERS.—First-class DRESS and MANTLE MAN wanted, for large provincial establishment; good salary; references required. Robert W. Conway, Agent, 221, Pitt-street.

GROCERS.—Wanted, by young Man, SITUATION in shop. Grocer, HERALD Office.

GREAT NORTHERN RAILWAY.—Wanted, FENCERS and SPLITTERS. Apply on the works, Murrurundi. W. Wakeford, contractor.

HARNESS Makers.—Wanted a first-class general Hand, for the country. Butler, Brothers, 91, York-st.

JUNIOR and Youth wanted, accustomed to the clothing business. Goldstein's, 217, Lower George-street.

LAW.—Wanted, a thoroughly experienced CONVEYANCING CLERK, to take charge of the department under the direction of the principal. Satisfactory references as to competency and character indispensable. Applications in writing to be addressed to William Barker, Solicitor, Hunter and Bligh streets.

MEDICAL.—Wanted, for Cowra, Lachlan River, a duly qualified MEDICAL PRACTITIONER; salary guaranteed for one year. Communications to be addressed and early application made to George Campbell, Esq., J.P., Jerula, Cowra, Treasurer of the Medical Fund. Robt. Stevenson, secretary. Cowra, September 11th, 1876.

PARTNERSHIP.—Wanted to Purchase, an interest in a Manufacturing Business, or otherwise. Good accountant and average business qualifications. Capital £900. D. J. S., Box 154.

PHOTOGRAPHY.—Wanted, as assistant for dark room, respectable LAD, with some knowledge of the business; references required. Apply by letter, in first instance, to D. Scott, 140, Pitt-street.

TOWN TRAVELLER wanted; must be respectable and steady. Clothing Factory, 217, Lower George-st.

TO TAILORS.—A Trousers HAND wanted, at Geoghegan's, Oxford-street.

TO TAILORS.—Wanted, a Coat HAND; good wages and constant work. H. L. Summerfield, 283, Pitt-st.

TO TAILORESSES.—Wanted, good COAT HANDS, for ordered work; constant. Nicholson, 61, Market-st.

TO TAILORESSES.—Trousers HANDS wanted. Jones, 11, Bridge-street.

TO DRAPERS.—Wanted, for Grafton, a good General ASSISTANT. Apply Prince, Ogg, and Co.

TAILORESSES wanted, first-class Vest Hands, for indoor work. John Graham, 551, George-street.

TO TAILORS.—Wanted good HAND, for country. Apply Saturday morning at Brown's Boarding-house, Pitt-street.

TO MILLINERS.—Wanted, for a seacoast town, within six hours' run of Sydney, a stylish MILLINER and SALESWOMAN; to respectable competent person a liberal salary and an unusually comfortable home is offered. Open for a month, if necessary. Apply M., Box 319, General Post Office.

WANTED, 2 good JOINERS, for Woollahra. J. P. Walker, Glebe Road.

WANTED, MACHINIST, for Wanzer F, by week, 1 o'clock, Saturday. Cumberland House, Dawes Pt.

WANTED, CANVASSER, of good address, for a few days; references. S. A., HERALD.

WANTED, respectable Boy, as APPRENTICE to cabinetmaking. J. Poulton, Pitt-street, Redfern.

WANTED, a PERSON, to do dressmaking by the day or week. 373, Riley-street, Surry Hills.

WANTED, a first-class DOORSMAN. Apply at E. Fennelly's. A constant job for country.

WANTED a PARTNER, in a manufacturing business, large profit; capital, £300. 132, Pitt-street.

WANTED, a CARPENTER. Apply 9 a.m., Talbot and Co.'s Circular Quay.

WANTED, a PACKER, for crimean work. No. 3, Juliana-terrace, Wemyss-st., off Goulburn-street.

WANTED, CARPENTER and JOINER. Mackay and Son, builders, 361, Crown-street, Surry Hills.

WANTED, a SLATER. Apply at James Shilling's, 59, Parramatta street.

WANTED, by a young Man, JOINER, or assistant Carpenter, on ship or steamer pref. A., HERALD.

WANTED, 3 good JOINERS. Apply Glen View Avenue. None but good hands. P. G. Buckley.

WANTED, FENCERS. Apply Glen View Avenue. P. G. Buckley.

WANTED immediately, for the country, a Medical ASSISTANT. Dr. Halket, 26, Wynyard-square.

WANTED, a good Wine COOPER. Apply 15, Church-hill.

WANTED, a first-class Architectural DRAUGHTSMAN. Applicants must state the salary required, and the length of time for which they desire to engage, together with references as to ability and where last employed. State also age, and if married. N.B.—The advertiser is open to give a good salary to a good man, and a long engagement if required. All applications strictly confidential. Address Draughtsman, care of Gordon and Gotch, Sydney.

SITUATIONS WANTED.

AS DAILY GOVERNESS, in a family or school. S. 207, Macquarie-street.

A NURSE and Needlewoman requires Situation; good refs.; Protestant. Mrs. Stephenson, 6, Bridge-st.

AS GOOD Needlewoman and Housemaid, by a German Woman, with little boy. N., Registry, 98, Market-st.

AS WETNURSE, by young Woman, with good references. A. D., Registry, 98, Market-street.

A YOUNG MAN wishes for a PLACE, to make himself useful. L. B., HERALD Office.

A GOOD Class of Servants Disengaged at Mrs. Dunn's, Castlereagh-street, near Park-street.

A YOUNG Lady would like to go as COMPANION to a lady, where there are no children. Country not objected to. Address Y. Y., Post Office.

A GENTLEMAN wishes to recommend a trustworthy single young man, as CARTER, GROOM, or PORTER. Work, HERALD Office.

BY YOUNG MAN, in bakehouse; good at small goods or bread. J. C., HERALD Office.

BARMAID.—Wanted, by one who thoroughly understands her business, a SITUATION. 168, Pitt-st.

COOKS, Laundresses, H. and P. Maids, Gen. Servants, Nurses, want situations. Mrs. Stephenson, 6, Bridge-st.

COMMERCIAL TRAVELLER.—Wanted, a SITUATION in a mercantile house; has good connections and first-class references. A. Z., Study, HERALD Office.

EMPLOYMENT wanted to prepare plans and specifications. Architect, 227, Pitt-st.; or 68, Oxford-st.

GARDENER, steady, practical man, wants SITUATION. Apply Shepherd and Co., 14, Markets.

GOVERNESS.—A young Lady, lately from England, wishes for a Morning ENGAGEMENT in town, to teach children under twelve. For particulars apply to Mrs. Windeyer, Victoria-street.

ROUGH CARPENTER.—Young Man wants Employment; would make himself useful. N., HERALD.

RESPECTABLE young person requires SITUATION, House or Parlour Maid; private fam. A., HERALD.

TO MASTER BAKERS.—Wanted, SITUATION, bread or small goods. Address A. R., HERALD.

WANTED, a SITUATION, by a respectable young Man, as Groom and Coachman. B. A. B., HERALD.

WANTED, by young Person, Situation, as Cook and Laundress. United Temperance Hotel, Bathurst-st.

WANTED, by a young Man, JOINER, General hand; country, south or west pref. A., HERALD.

WAITING ENGAGEMENTS, good domestic Servants; town and country. Home, William-street.

WANTED, SITUATION as General Servant by middle-aged woman; low wages. 535, Kent-st.

WAITING anxious—Good Cooks and Laundresses, useful Girls, Servants, &c. 32, Oxford-street.

WANTED, by a young widow, SITUATION, as working housekeeper. C. R., General Post Office.

WANTED, a SITUATION as Fancy Goods Packer; good refs. S. D., 89, Crown-st., Woolloomooloo.

WANTED, by a young Man, who has served five years to the "general fitting" in a leading establishment, a SITUATION, as Improver. Iron, HERALD Office.

WANTED by young man, SITUATION, as Footman, thoroughly understands waiting at table, unexceptional references from leading families of the colonies. Mrs. Stephenson, 6, Bridge-street.

SERVANTS WANTED.

A GENERAL SERVANT, with good refs., for ENGAGEMENT. M. C., Post-office, Oxford-street.

COMPETENT LAUNDRESS wanted, 3 days a week. Apply before 2, Mrs. S. De Lissa, Edgecliff Road.

ERRAND BOY wanted; also GIRLS to learn the tailoring. 217, Lower George-street.

RUNNERS wanted, for boats and rail. Apply C. H. May, 111, Elizabeth-street, near King-street.

STRONG LAD wanted. Gibbs, Shallard, and Co., printers, 108, Pitt-street.

WANTED, a BOY, to drive a wood cart. Lucas's-terrace, Darling Harbour.

WANTED, a BOY. T. Cripps, 556, George-street, opposite Cathedral.

WANTED, BOY to go up country with hawker, must be able to read and write. 542, George-street.

WANTED, a strong LAD for a dairy farm. Apply before 9 a.m., W. G. Yeates, 63, Sussex-street.

WANTED, strong LAD, for forge. M'Nab, 602, George-street.

WANTED, an intelligent LAD, 3 nights weekly, at Newtown. Box 370, General Post Office.

WANTED, LAD, for dairy; and Lad for garden and useful. Home Registry, 98, Market-street.

WANTED, a YOUTH, for an office; must write and read well. Youth, Box 243, Post Office.

WANTED, tidy respectable GIRL, about 12, to assist servant housework. Brumby House, Strawberry H.

WANTED, a respectable GIRL, to do housework and assist in bar. University Hotel, Glebe.

WANTED, a little GIRL, to make herself useful. James's Temperance Hotel, Kent-street North.

WANTED, GIRL, about 15, for housework. Weeden and Mulholland, labour agents, 207, Pitt-street.

WANTED, a useful little GIRL. 343, Crown-street, Surry Hills.

WANTED, a GIRL, to assist in housework. Alexander's, Gipps and Macquarie streets.

WANTED, a respectable GIRL, to assist in housework. 1, Margaret-terrace, Cleveland-street.

WANTED, a young GIRL, to nurse a baby. Baroda, 86, Macleay-street.

WANTED, a GIRL, 13, to mind a baby and sleep at home. 157, Castlereagh-street North.

WANTED, respectable GIRL, 15, to mind a baby. 34, Wynyard-square.

WANTED, a clean tidy GIRL. 225, Oxford-street, opposite Sacred Heart.

WANTED, a respectable person, as NURSE to an invalid lady. Apply 78, William-street.

WANTED, a tidy little GIRL, to nurse a baby. 137, Riley-street, Woolloomooloo.

WANTED, a young GIRL, to mind a baby, and sleep at home. Mrs. Kain, Oxford Inn, Oxford-st.

WANTED, a good strong Girl as General SERVANT. 525, Brickfield-hill.

WANTED, a respectable Girl as General SERVANT. Golden Fleece Hotel, Castlereagh and Campbell sts.

WANTED, a GIRL, as General Servant. Apply Mrs. Moon, baker, Parramatta-street.

WANTED, a good General SERVANT. 48, Oxford-street.

WANTED, a General SERVANT, small family. Mill Hotel, King and Kent streets.

WANTED, General SERVANT. Apply 4, Lady Robinson-terrace, Bourke-street, Surry Hills.

WANTED, a respectable Woman as General SERVANT, with references. Ellis, 220, Pitt-street.

WANTED, a thorough General Servant (good cook) immediately. 172, Little's-ter., Forbes-st. Refs.

WANTED, a young Girl, as General SERVANT. Apply 14, Oxford-street.

WANTED, a good General SERVANT. 151, Phillip-street.

WANTED, a General SERVANT. 118, Oxford-street.

WANTED, a General SERVANT. Apply Land's End Hotel, Pyrmont.

WANTED, a General Servant. 32, Clarence-street North.

WANTED, young Woman as General SERVANT; sleep at home. Miss Venters, 228, George-st. North.

WANTED, female Attendants: also a strong young woman, as Kitchenmaid. Glue, 176, Pitt-street.

WANTED, a strong Girl, as HOUSEMAID. Apply American Restaurant, Erskine-street.

WANTED, a STEWARDESS, for S.S. Easby. Provedore, on board, 10 a.m., Cosmopolitan Wf.

WANTED, for the country, female Cook, Housemaid, Laundress, Needlewomen. Glue, 176, Pitt-street.

WANTED, young Woman, as Cook and Laundress; reference required. Mrs. A. Morris, Welton, Manly.

WANTED, a Cook and Laundress, 16s; House and Parlour Maid, 13s, in one house. 98, Market-st.

WANTED, a COOK and LAUNDRESS; references required. Mrs. Windeyer, Victoria-ter., Victoria-st.

WANTED, Woman, as Vegetable COOK. Pfahlert's Hotel.

WANTED, two young WOMEN, for a few days; plain hand-sewing. 493, Pitt-street.

WANTED, an Ordinary SEAMAN, for Sea Rip. Apply at C. B. Bond's, at 9 a.m. sharp.

WANTED, a Bush LABOURER; fencer preferred. W. Redman, George-street, opposite Police Office.

WANTED, PLOUGHMAN. Currency Lass Hotel, opposite HERALD Office, 11 o'clock sharp.

WANTED, MAN for the country, to garden, milk, &c. Apply S. Burdekin, 105, William-street.

WANTED, for the country, good Farming MAN. Healey, Victoria Wharf.

WANTED, a MAN competent to lay and connect drain-pipes. 91, Parramatta-street.

WANTED, a little GIRL, to mind baby; sleep at home. Mrs. Manton, Piper-street, Woollahra, opposite Eliza-street.

WANTED, a respectable young Woman as NURSE and NEEDLEWOMAN. Apply Mrs. Cadell, Wotonga, North Shore.

WANTED, MEN, for New South Wales Artillery; height, 5 feet 7 inches. Apply Orderly Room, Victoria Barracks.

WANTED, Walls COLOURED, and PAINT CLEANED. Apply Saturday morning, 10 to 12 o'clock, at next Griffiths' Bond Store, O'Connell-street.

WANTED, an active LAD, to look after two horses, sociable, &c., accustomed to drive, to make himself generally useful; town reference required. Apply B. Burdekin, 224, Brougham-street.

WANTED, a thoroughly competent NURSE and NEEDLEWOMAN; an under-nurse kept. Apply, this day, Shrubland, Marrickville, near Petersham.

YOUTH.—Wanted, intelligent YOUTH, references. Clark and Monsen, Commerce Hall, 576, George-st.

APARTMENTS BOARD & RESIDENCE.

A DRAWING-ROOM Suite and vacancy at Woodville, op. reserve, Church-hill. Ramsay, Cole's-chambers.

APARTMENTS vacant. No. 3, Richmond-terrace, Domain.

APARTMENTS vacant for lady and gentleman or 2 gentlemen, at Mrs. Morrissey's, 36, Wynyard-square.

APARTMENTS vacant for gentlemen. Macquarie House, 5, Bent-street.

APARTMENTS for families and gentlemen. Mowbray House, 18, Wynyard-square.

APARTMENTS vacant. Mrs. Tanner's, King-street East, opposite St. James's Church.

A SUITE of APARTMENTS vacant. Mrs. Dawson, No. 4, Lady Young-terrace, Bridge-street.

A COMFORTABLE HOME, very mod., is offered to a gentleman in private family. 249, Crown-street.

AT PEMBROKE HOUSE, 215, Macquarie-street North.—APARTMENTS vacant.

A FURNISHED balcony ROOM to LET, no lodgers or children. 447, Bourke-street, opposite Chapel.

A GENTLEMAN, or two friends, may find a comfortable HOME, in a private family, near Survey Office. No other lodgers; view of harbour; piano, bath, gas. A. B. C., care of Mr. Austin, 8, Bridge-street.

A MARRIED COUPLE, residing in one of the leading streets in Sydney, having a larger house than they require, will LET a Drawing-room and Bedroom on first floor, furnished or unfurnished. 3, Hunter-street.

BOARD and RESIDENCE, 33, Cleveland-street, opposite Prince Alfred Park.

BOARD and RESIDENCE for single gentlemen, bath, 20s per week. 195, Elizabeth-street, opposite Park.

BOARD and RESIDENCE, 18s per week. 453, Pitt-street, 2 doors from Liverpool-street; good table.

CAMBRIDGE HOUSE, 139, Phillip st.—Mrs. C. H. May—first-class accommodation for gentlemen; bath.

COMFORTABLE BOARD and RESIDENCE for 2 men, 16s week. 243, Bourke-street, Woolloomooloo.

CENTRAL.—Furnished ROOMS, or comfortable Board and Residence. 241, Castlereagh-st., near Market-st.

FURNISHED balcony ROOM to LET, use of kitchen. 23, Selwyn-st., Moore Park, nr. Capt. Cook Hotel.

FURNISHED BEDROOM to LET, with Board. Apply Lady of the Lake Hotel, Bay-street.

FURNISHED APARTMENTS, with board, for gentleman or 2 friends. Mrs. Jackson, Piper-st., Woollahra.

IN PYRMONT.—A comfortable BEDROOM wanted, by a young Man. Address Brown, HERALD Office.

MILTON HOUSE, near Dawes Point.—Apartments vacant, for gentlemen and families. Mrs. Wright.

NICELY-FURNISHED Parlour and Bedroom, use of kitchen and bath. Somerset House, 548, Bourke-st.

NICE ROOM to LET, furnished or unfurnished, with use of kitchen. No children. 123, Gloucester-st.

PETERSHAM.—APARTMENTS vacant, at Oswin House, close to station.

PRIVATE BOARD and RESIDENCE. Mrs. Cameron, 173, Premier-terrace, William-street.

TO LET, upper ROOMS, with patent W. C., bath, and gas. J. H. Brown, opposite School of Arts.

TO LET, 2 furnished ROOMS. Apply 29, Little Norton-street, Surry Hills.

VACANT.—Large front BEDROOM, furnished, with use of kitchen. 21, Botany-street, Surry Hills.

69, WILLIAM-STREET.—Vacancies for 2 gentlemen; bath, piano. Terms moderate.

245, MACQUARIE-ST. North.—Drawing-room Suite and vacancy; baths, and every comfort.

211, MACQUARIE STREET North.—To LET, private RESIDENCE, containing 9 rooms, gas, water, bath, splendid view of Domain and harbour. For keys, &c., apply Mr. Hollingdale, 209, Macquarie-street.

FURNISHED BEDROOM wanted, near Church-hill. J. C., HERALD Office.

GENTLEMAN requires comfortable Sitting ROOM and BEDROOM, private family, separate meals, partial board, no lodgers or children; vicinity of Church-hill or Flagstaff preferred. Full particulars, B. N., Post Office.

WANTED, unfurnished Apartments, two rooms, gas, bath; over shop no objection. Bono, HERALD.

WANTED, small furnished HOUSE, near town; 6 months. Terms and particulars, M.C., HERALD.

WANTED, to rent in the neighbourhood of Double Bay or Ocean-street, a comfortable HOUSE of 5 or 6 rooms. Address, stating rent, Box 381, General Post Office.

WANTED to rent a CELLAR, with two chambers and small office (suitable for colonial wine business); must have gas and water laid on; Pitt, King, or Bridge streets preferred. Apply, by letter, to W. Johnson, cooperage, Circular Quay.

TO LET

A NICELY-FURNISHED COTTAGE to LET, Surry Hills. Address Moderate, HERALD Office.

BALMAIN.—To LET, a comfortable 4-roomed COTTAGE. Maitland House, Balmain.

FURNISHED comfortable 5-roomed HOUSE to LET, 25s; near Darling Point Road. Apply Tollbar.

MANLY.—To LET, furnished, No. 2 GOODENOUGH. Apply H. Aurousseau, Corso, Manly.

NEWTOWN.—To LET, HOUSE, 6 rooms, kitchen, bath, storeroom, stable. William Jolly, Essington.

NORTH SHORE, MILSON'S POINT.—To LET, or for SALE, ROSEBERRY VILLA—at present occupied by Captain Robertson.

PETERSHAM.—To LET, a COTTAGE, 5 rooms and hall, with every convenience; rent, 15s; near railway and 'bus. Apply to Mr. Truman, baker.

ST. LEONARDS.—A furnished COTTAGE to be LET for 3 or 6 months, 6 rooms, with plenty of water and every convenience. Apply Mrs. Gowland, near St. Thomas's Church.

TO LET, No. 13, Bligh-street; rent, 30s per week. Apply next door; or to S. H. Pearce, Randwick.

TO LET, OAKVILLE and ILLERTON HALL. Apply to S. H. Pearce, Randwick.

TO LET, HOUSE, Crown-street, off Oxford-street, 6 rooms. Apply 118, Oxford-street.

TO LET, No. 1, Ida-terrace, Glebe Road, 6 rooms, &c. Hardie and Gorman, 175, Pitt-street.

TO LET, in Elizabeth-street, Paddington, a comfortable Family Cottage. Mrs. W. Taylor, on the premises.

TO LET, those extensive business PREMISES, situated 337 and 339, Pitt-street, near School of Arts.

TO LET, HOUSES, Nos. 2, 5, 6, and 7, St. John's-terrace, St. John's Road, Glebe. W. Cook, 174, Pitt-st.

TO LET, 5-roomed HOUSE, 41, Phelps-street, overlooking Moore Park; rent, 15s.

TO LET, HOUSE, 8 rooms, every convenience, Burdekin-terrace, Hyde Park. Apply 24, Oxford-street.

TO LET, detached, BELLEVUE HOUSE, Wilson-street, Newtown, 5 rooms, hall, kitchen, pantry, &c.

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TO LET, No. 22, Bettington-street, Miller's Point, 5 rooms, kitchen, and balcony. 134, Prince-street.

TO LET, a large HOUSE, containing 8 rooms, with good yard, water, and all conveniences. Apply to Mrs. Arthur O'Brien, 287, Clarence-street.

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